

WINDUK SURFING

Issue 12 August 2019

SIMON BORNHOFT'S

inspiration

FIRST TIME WINGS

with Nick Kingston

DEAN (PEOPLE)

does Dallas

STEVE BLAND:

life

ANDY STUART-WILLIAM

in profile

THE STORY OF

Hayling slalom

FOILING JUMPING

(and loops)

WINDSURFING

tech essentials

+

TECHNIQUE:

WINDWISE ESSENTIAL KNOWLEDGE

SIMON WINKLEY FUNDAMENTALS

TESTED:

PATRIK F-RIDE 125

MISTRAL ALBATROSS/FREEBIRD COMPARISON

EXOCET FOIL COMPARISON

WITCHCRAFT SLAYER/KARMA SAIL COMPARISON

LOFTSAILS OXYGEN 6.8M

UNIFIBER MAVERICK 6.5M

EXOCET LONGBOARD X-11'5

XO FLY 7.8M

ZEEKO CARVER 950 FOIL WING

NEIL PRYDE X- RYDE 7M

STARBOARD FOIL 111

PLUS MUCH MORE!





We don't just sail Severne
We live Severne!

search severneshop.com

 **48hr ONLY – DON'T MISS IT!**

15% OFF

EVERYTHING WEEKEND
17 & 18 AUGUST 2019

NO SPEND LIMIT Use code to get 15% off

WEEKEND15



NEVER MISS A FLASH DEAL
OPT-IN NOW AT severneshop.com

* We won't spam you!

Need advice? Call us today 07515 553535

- + Largest Severne retailer in the world
- + Best prices in the UK
- + Part exchange your old Severne sails
- + 5 dedicated experts for 24/7 advice
- + Join our FREE Revolutionaires club for money off
- + FREE delivery available in mainland UK
- + Great savings on boards, booms, masts and hardware
- + We deliver worldwide

* Limited sizes / stock. Revolutionaire members only. Discounts applied at checkout. Offer ends midnight 18 August 2019. Pictures are for illustration purposes and show sails with coloured backlight giving the transparent areas the appearance of colour. * Club membership discount – join for free online and save the same day. Excludes already heavily discounted products and certain sale items. ** Online prices quoted are for a limited time only and subject to change. Prices correct at time of going to print.

WINDuk SURFING

HAYLING KITESURFING ARMADA 2019

As I write the weekend's just finished and was a roaring success as another Hayling Kitesurfing Armada closed its doors. The whole event was cracking from start to finish. An extra day (Friday), glorious weather on Saturday, a little bit of breeze (for foiling), plenty of good food and drink plus the outdoor music stage and party. All in Dan Charlish and his crew did a sterling job and made it the best one yet (IMHO).

But hold on! Why am I chatting about kitesurfing in a windsurfing mag? Well, if you want to get all tribal about things then maybe what I'm saying isn't for you. For me, however, and a good many others – regardless of what craft you normally use – the event was one of all inclusiveness, fun and good vibes. There were plenty of people floating about of stand up paddle boards and when the light airs kicked in there were even some individuals out windfoiling, proving that whatever the title says it's very much an all comers shindig.

In the absence of the former National Watersports Festival there aren't many other choices for water based festivals. On top of which Hayling needs it. Call me biased as I live here but as the birthplace of windsurfing and centre of excellence for kiting, SUP and all things maritime having no fest would be a crying shame.

TEZ PLAVENIEKS
AUGUST 2019



Photos:
James Jagger



Twitter:
[@tezwoz](https://twitter.com/tezwoz)

Instagram:
[@tez_plavenieks_sup_wind](https://www.instagram.com/tez_plavenieks_sup_wind)

Looking around the music arena on Saturday afternoon and there were all kinds of visitor in attendance. In actual fact there were probably more 'musos' simply on site to check out the awesome live music. But the best thing about the Hayling Kitesurfing Armada is that it's FREE! OK, a small donation to charity is politely asked for, and food and drink is also payable, but there aren't many free festivals about that offer such great entertainment away from the

brine AND retain its core USPs. It's also extremely kiddy friendly with plenty of activities for your sprogs as well.

As you can tell I'm pretty buzzed off the weekend and how good the Armada was. I spoke to organiser Dan and jokingly suggested he include windsurfing. He wondered whether windsurfers would make the pilgrimage if associated with kitesurfing. In my eyes I suggest why not as we're all just out to have fun, on water and land, regardless of what badge you wear. With open minds there's no end to possibilities and amount of fun you can have. And trust me when I say life's ALL about fun as we're not here that long...

Enjoy the latest issue of Windsurfing UK and the diverse content inside. Don't forget, we try an represent the sport as it really is, which sometimes means we talk about other things rather than just windsurfing! Happy reading, happy sailing and embrace the fun...

CONTENTS



28. PROFILE
Andy Stuart-William



08. COACHING
Simon Winkley



36. HAYLING SLALOM

42. TRAVEL
Le Morne



48. LIFE
Steve Bland



18. COACHING
Simon Bornhoft



ED: **TEZ PAVENIEKS**
tezwoz1@hotmail.co.uk

ADS: **ANNE EGAN**
anne@windsurfmag.co.uk

WINDuk
SURFING

Subscribe in print go to:
www.windsurfmag.co.uk/windsurfing-uk-subscriptions/

08/19

FEATURES

08 COACHING HARNESSES

18 COACHING GOING WRONG

28 PROFILE ANDY STUART-WILLIAM

36 FEATURE HAYLING SLALOM

42 TRAVEL LE MORNE

48 LIFE STEVE BLAND

52 PROFILE DEAN PEOPLE

58 PROFILE SIMON BORNHOFT

68 FEATURE WINDFOIL JUMPS

74 FEATURE WINGING IT

80 FEATURE RYA ONBOARD

84 SPOTLIGHT NEW KIT REVIEWS

98 FEATURE ESSENTIAL TECH

THANKS AND PRAISE TO:
CHIEF CONTRIBUTING PHOTOGRAPHER:
JAMES JAGGER
TECHNIQUE GURUS:
SIMON BORNHOFT,
SIMON WINKLEY
CONTRIBUTORS:
NICK KINGSTON, KATIE LEE, ANDY BOGGS,
ANT BAKER, ANDY STUART-WILLIAM,
BOUKE BECKER, JOHN BLACKWELL,
ANDY 'BUBBLE' CHAMBERS,
KARL CADWALLANDER, 4BOARDS,
DEAN PEOPLE, STEVE WEST,
NICOLAS CAILLOU, JANINE AVERY,
EMMA SLATER, MATT FRENCH,
ALBERTAS ZIDONIS, STEVE BLAND,
JAMES DINSMORE, LEIGH KINGABY,
SIMON CHIPPINGTON,
COVER PHOTO: Max Rowe
For article contributions and equipment
test submissions please contact:
tez@windsurfingmag.co.uk



52. INTERVIEW
Dean People

58. PROFILE
Simon Bornhoft



74. FEATURE
Winging it



68. FEATURE
Windfoil jumps



80. FEATURE
RYA Onboard



84. SPOTLIGHT
Comparisons and tests

DESIGN: 2b Graphic Design
peter@2bgraphicdesign.co.uk

Subscribe in digital go to:
<https://joom.ag/fb3a>

WindsurfingUK magazine is all about sailor to sailor dialogue: a sailor's magazine written by sailors. Next issue is November 2019 with a deadline of submissions on October 1st 2019. Technical Information: Contributions as a Microsoft Word file emailed to Tez@windsurfingmag.co.uk, images should be hi-resolution. WindsurfingUK magazine encourages contributions of any nature but reserves the right to edit to the space available. Opinions expressed in this magazine are not necessarily those of the publishing parent company, 2b Graphic Design Limited. The publishing of an advertisement in WindsurfingUK magazine does not necessarily mean that the parent company, 2b Graphic Design Limited, endorse the company, item or service advertised. All material in WindsurfingUK magazine is strictly copyright and all rights are reserved. Reproduction without prior permission from the editor is forbidden.

FOIL ADDICT!

Driven by a mearest zepher of a breeze & the smallest of swells. The experience of flying on a foil brings on the next level of windsurfing.

The Exocet range of foils & boards are built expressly to meet this challenge. With innovative engineering excellence, build & foil section designs straight from the worlds best designers.

Foil in any conditions with Exocet!

EXOCET
Original.

XP
SAILS

ONLY WITH

77 SPORTS

WWW.77SPORTS.CO.UK



KIT SETUP AND TUNING FUNDAMENTALS:

PART 4: HARNESSSES AND HARNESS LINES

WORDS: SIMON WINKLEY

PHOTOS: ANDY STALLMAN – MAIN PIC, ALEX IRWIN (SPORTOGRAPHY.TV)

HERE WE GO WITH THE FINAL ARTICLE IN THIS SERIES WHICH IS ALL ABOUT HARNESSSES AND HARNESS LINES. The three previous articles plus this one form a comprehensive yet accessible guide to the setting up and understanding of all parts of the board and rig.

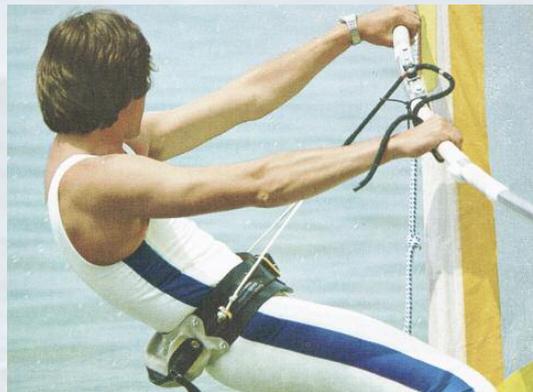
Horrible Histories

I am a massive fan of windsurfing history and (thanks to starting in 1996) have solid memories of the kit from back in the day as well as an almost gruesome fascination with what went before. My most favourite windsurfing book ever is called This is Surfboard Sailing by Reinhart Winkler from 1979. Within its 208 pages of retrospective comedy joy it gives the following advice: *“Many strong wind boardsailors still feel like the best system of all is to be physically fit and not to use a harness at all...”*

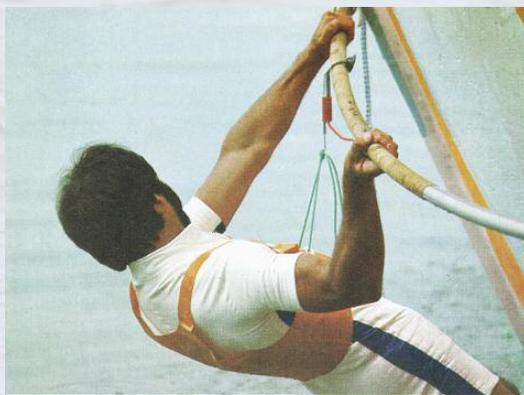
“A harness...for boardsailing on reservoirs and flooded quarries...is quite unnecessary...”

“A boardsailor can be carried miles offshore by the wind and current and is then faced with a seemingly endless sail back close hauled which calls for more strength than is possessed by even the toughest of sailors. A harness is then not just an aid to strong wind boardsailing but in some circumstances can well be a lifesaver.”

Astronomer Carl Sagan once said, *“You have to know the past to understand the present.”* So before we talk about harnessing today, let's have a little look at four very early solutions from 1979.



Charchulla Channel System, 1979



Sailorsurf Adjustable Hook, 1979

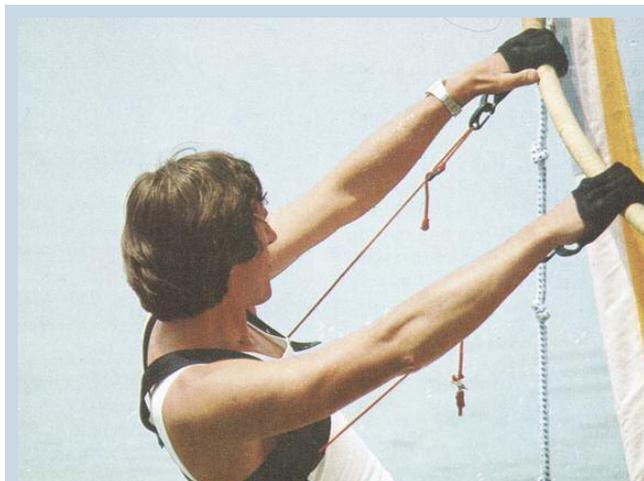
The Charchulla Channel System

Manfred and Jürgen Charchulla were the first to cross the English channel on sailboard and devised a system – to prevent arm fatigue – that used a broad leather strap buckled around the hips with a rope bridle and line. The line connected to a track screwed to the boom using a cam cleat (making use of dinghy technology, understandably). One hand had to let go of the boom to connect or disconnect. #triptothechandlery

Sailorsurf Adjustable Hook

Conceived by Richard Stigchen, the chest harness was connected to a line with hinged device which simply hooked onto the boom. The back hand had to always hold onto a quick-release tripping line which would be pulled hard to release the sailor during a fall. Two hands were then needed to re-assemble the device in the water before starting again. #fiddlyandabitscary





Sailorsurf Moulded Rubber Glove/Hooks, 1979

Sailorsurf Moulded Rubber Glove/Hooks

I never tire of telling people about this extraordinary concept by Dorothee Bürger which used curved, hard-moulded rubber gloves into which the hands went. Plastic hooks connected the gloves to a line then to a shoulder belt. During a fall the sailor removed their hands from the boom, taking the gloves and line with them. I am assuming that you only needed one set which you had to take with you to the other side during a tack or gybe. #divevenonepersonbuythisproduct



The Hawaii Harness, 1979

The Hawaii Harness (and beyond)

This sensible option had shoulder straps and a hook similar to that of a dinghy harness. Then, in the 1980s, came an explosion of neon pink, yellow, orange and lime green seat harnesses for freeride and speed known as 'nappy harnesses' which were seen on the water alongside chest harnesses for the wave sailors. Both were mostly superseded by waist harnesses through the nineties yet windsurfers today still have a choice of either waist or seat. #ancestor

Harness function and technique

The use of a harness is essential as it is the body – not the arms – that pulls the sail in, back and down when planing. Hooking in and out of harness lines is done with a quick, short pull of the boom together with a slight raising then dropping of the hips whilst maintaining an outboard body position and looking forwards.

Windsurfers should start to look at basic harness technique as soon as they have completed their beginner course – yet they must be guided. The first time I hooked in I attempted to copy what someone else was doing, picked up speed, had no idea what to do next and ended up becoming a ball of spray with whiplash. Had I been told to hook out as soon as I had hooked in for the very first time I would have been able to feel relaxed and repeat the process confidently, trusting my weight into the line for slightly longer each time. Newcomers to harnessing might temporarily lower the boom and then put it back up again once basic skills are in place.



The waist harness gives a more hinged body position



The seat harness promotes a straighter body position

Which harness?

Most shops, centres and windsurfers generally favour the waist harness. They are good all round, are what most active windsurfers have learned on and are considered by some to be a bit cooler. The seat harness remains relevant for all the reasons below and is definitely worth a look at. I recently bought a seat harness (after a long stretch on a diet of pure waist harness) as I want some of my regular clients to give seat harnesses a go. Some were using seat harnesses on my last clinic and were enjoying that locked-down feeling. I expect to spend more time mixing my harnesses up to reflect the range of windsurfing I do from well-powered flat-water blasting to foiling to bump and jump sessions to a bit of time in the waves. But what are the real differences? Here is my guide to help you to decide if you should be in Team Waist or Team Seat.



A deeper, super-comfortable waist harness and...



...a smaller, ultra-light one for maximum manoeuvrability



A supportive, high-back, high-hook seat harness and...



...a lightweight, low-hook one for maximum leverage

Waist harnesses

These are best suited to those who need to hook in and out easily, quickly and/or often such as improvers, manoeuvre-oriented riders such as wave sailors and freestylers as well as overpowered slalom sailors (who need the option of sheeting out to feather-off power from the higher hook position when things get silly and to be able to unhook on demand at the gybe mark). Most notably they provide maximum freedom of body movement. The power transfer is higher, however, making it harder to push through the mastfoot, requiring more physical effort to lock down the power from the sail. When overpowered the rider is more likely to be pulled upright. The high position makes it harder to sit down in the harness and may not allow full use of body weight. For those who may have experienced some back pain from a waist harness, remember that there are many different designs to try and some are more padded and supportive than others.

Seat harnesses

A great philosopher once said, "Once you hook in you immediately notice the advantage of a seat harness. It's like sitting in an armchair rather than perching on a barstool." Seat harnesses are more about speed, longer distance cruising and course racing when the need to hook in and out is less. Some (for example shorter or smaller-framed sailors) may find a seat harness to be anatomically better for them as they allow all of the body weight to sit in the harness line naturally rather than relying on physical effort to control power. This lower power transfer makes it easier to push into the mastfoot and lock down the forces from the sail. This might help smaller intermediates to up their sail size for earlier planing or higher speeds.

Whilst seat harnesses may feel more restrictive due to the crotch straps they stay securely located on the body and cannot ride up. This can make them more suitable to those with a fuller midriff as well as female sailors who may experience discomfort when a waist harness gets 'stranded' in the chest area. They make a huge difference to power control for longboard racing to windward when the feet need to be close together as the weight can be sunk right down to control the lift from the board. Some specialist seat harnesses are deeper and more supportive with a higher hook: effectively merging the benefits of seat and waist.



Traditional vs. new-school spreader bar



Spreader bar lengths can vary greatly

Spreader bars

Both types of harness have a load-bearing horizontal spreader bar with a hook in the middle. The straps securing it should be pulled as tight as is comfortable to avoid the bar being pulled away from the body in use and under load. The length of the bar should sit just inside the width of the body. Too short and the load is not spread enough and your harness will squeeze you. Too long and it will scissor from side to side. The size of harness should determine the length of the spreader bar. Sometimes, however, the bar may have been switched in the shop or hire centre so beware! Modern harnesses have a comfortable non-slip pad engineered around the bar whereas older ones with no pad can twist or be pulled upwards. DaKine harnesses have the option of a side-to-side sliding spreader bar to help the rider to twist the hips and upper body forwards when fully powered or planing upwind and, like Marmite, this system can be loved and loathed in equal measure. DaKine also manufacture a bar with a roller instead of a hook to help with sail trim and to reduce wear on the lines. Generally avoid kite surfing spreader bars as the often-used 'hammerhead' hooks are too curved for windsurfing lines, making hooking in and out much harder.

Harness Lines

Modern harness lines utilize high-quality pre-stretched rope, high-density polyurethane tubing and strong nylon/Velcro fixings. They are designed to minimise swing and prevent the line from moving forwards or backwards on the boom. Regular fixings require the boom end to be taken off. Quick-fix lines can be fitted and removed with the boom assembled. In the past these were called traveller lines as they are ideal for taking on holiday if you prefer to use your own lines on rental kit.

Harness line positioning

All sails are different in terms of style, design and size and these factors will affect where the sail pulls from. The power will be felt from further back for larger sails and from further forward for smaller sails. Harness lines need to be set for every session yet, after a bit of practice, this should only take a few moments. There are several approaches to harness line positioning. Standing a rig up on a gusty beach to hook-in packs the mastfoot with sand and could become an epic fail if the rig powers up and takes you down. There are better ways.



Three types of fixing: (L-R) Fixed, traditional-quick-fix and new-style-quick-fix



Attaching a super-secure, new school quick-fix harness line is quick and easy yet must be done neatly to keep it tight to the boom



The hands method is used often. This involves gripping the same number of hand-widths as the sail size along the boom from the boom clamp and positioning the forward fixing at this point. Another method is to place your elbow inside the boom clamp and set the front fixing at the point where your straight forearm and fingers meet the boom. One problem with these methods, perhaps, is that the new-school C-shaped booms with a wider, ergonomic, more comfortable outline at the front will give slightly different results than booms with a narrower, more traditional profile on the front end. These two methods are only a rough guide anyway so are an ok place to start.

Positioning is best done by laying a tuned rig on the ground, standing next to the mast and using one or two fingers under the boom arm to lift it. If the back end of the boom remains on the ground then your fingers are too far forwards. If the front end of the boom remains on the ground then your fingers are too far back. When the whole of the boom lifts cleanly off the ground - like a balanced seesaw - the forward and rear harness line fixings can be set at an equal distance from your fingers.

How long should lines be?

Adjustable (or 'vario') lines are good for playing around with to find your preferred length (and for switching between regular windsurfing and foiling as foiling may require a shorter line to help to control ride height). As a suggested starting point, place your palm onto the boom and, keeping your forearm straight, set your harness line to your elbow. Experiment on the water, tuning longer or shorter until the length feels right. They need to be long enough for your arms to be straight when hooked into a correctly set boom (which will get the rig upright). Personal preference and style of windsurfing is also a factor. If you really know what you want then go for a fixed length line. I mostly use fixed 28" lines (or fixed 26" for light wind foiling) as I know these work for me, have minimal swing and no moving parts/straps/cleats etc. which might wear, move, seize or break. A lot of sailors tend to use longer lines than I do.

Easy, accurate line positioning by balancing the rig on one or two fingers



The placing of hands can be useful as a rough positioning guide



Elbow-to-palm for line length is a good start



Comparing fixed 26" and 32" lines

Differences in line lengths

Harness lines are typically measured in inches from the middle of the boom diameter, around the line and back to the same point on the boom. Beware though: 30" lines from one brand might actually be exactly the same length as 28" lines from another. Such are the differences in manufacture. Go to a windsurf shop and try different ones out on a test boom with your own harness on until you're happy.

Shorter lines are ok for lighter wind and flatter water but, as conditions pick up, they can make the board feel skittish as the feet cannot push hard enough down to control the lift from the fin. Short lines can also de-power the sail as it gets pulled at too much of an angle into the wind and can also make us bend our arms.

Longer lines are better all round, including in strong winds and rougher water. They are easier to hook into and enable the rig to remain upright with straight arms and lowered hips for better power control. If you have good technique yet are prone to unhooking accidentally then your lines are probably too long.

Harness line length: waist vs seat harness

A waist harness has a higher hook which facilitates a vertical back with hips out. Shoulders are either level with hips or slightly further out. A seat harness has a lower hook which lets you adopt a more subtle yet effective seated position with hips closer to the rig which keeps the angled legs and back more in line with each other. Believe it or not (for planing) harness lines need to be shorter for a seat harness and longer for a waist harness! Have a look at the photo of Ben (below) to see this for yourself. In non-planing conditions, however, those using a seat harness will still need a longer line.



The longer and shorter lines used below



Seat harness = shorter line!

Harness line width

Setting the fixings a hand width apart is a good guide for freeride, improvers and as a general setting. More advanced riders may prefer the gap to be narrower or even have the fixings touching to deliver a more responsive feel from the rig. The hands should then be positioned as close as is comfortable to the fixings.

Avoid setting your harness lines far apart because this positions your hands far apart and promotes the dreaded 'gorilla grip!' Wide lines/hands mean less control as they can pull your body too close to the rig which can:

- make the rig less upright as you lean back
- pull your body too upright as the rig overpowers you
- sheet out too much if the hook/hips move/rotate forwards (spilling wind and losing mast foot pressure which can upset the board)
- over-sheet if the hook/hips move/rotate rearwards (stalling the sail)

Booms have markings (sometimes on the inside) which can help with placing lines in a known position for a certain sail size. Once one side is set then the position of the other harness line can be copied from it. Some brands use trim stickers on the sail itself in the same way.



Wide lines = gorilla grip = no!



'Play the piano' carefully to test the line



Remove the back hand first...



...then remove the front hand



Both hands off = perfect balance!

Fine tuning the harness lines

When hooked-in the weight and balance of the rig in the hands should be equal and balanced. If you are reaching back to sheet in properly then the back hand needs help – so move the harness lines back. If you are sliding your front

hand forward to prevent the mast swinging downwind then the front hand needs help – so move the harness lines forwards. Hands should be gently connected to the boom (no tightly squeezed fists please!) and, as confidence grows, the hands can carefully try to 'play the piano' as you go along by tinkling your fingers on the top of the boom arm. Ultimately, with a balanced harness line, one hand or the other can be briefly lifted off the boom. Removing both hands from the boom gives a good show of skill yet could end in tears if you catapult no-handed...

Safety

Severne lines have clear tubes so you can keep an eye on the rope inside for wear. My early ones sometimes had slight lumps inside the dark plastic tubes where the rope was decaying. As I mentioned in the last article I worked in Antigua some years ago and enjoyed windsurfing long distances across the North Shore where I once snapped a fin. Randomly I also snapped a harness line on a different day in more or less the same location. To carry on I managed to separate my board and rig at sea, remove the uphaul and tie it using two clove hitches to the boom before re-connecting the kit. The odd-looking harness line functioned perfectly as a temporary measure even if, being elasticated, I did have to stretch it downwards with the back hand to be able to hook in. Whatever brand or type you have to be sure to check them regularly.



Clear tubes allow the rope to be visually checked



In the unlikely event of getting stuck, pull yourself towards the boom and chop downwards with an arm

Entrapment?

What about getting stuck? This seldom happens but it is good to know what to do just in case. One of the most suitable actions for getting out from under the sail is to pull yourself towards the boom and then chop down from about chest height with a forearm to knock the line out of the harness hook then pull yourself along the boom. If your spreader bar has a quick-release button learn how use it by feel. Flush it with freshwater after use and lightly oil occasionally to avoid seizure. New-tech QR Lines from Point 7 have yellow parts which can be pulled downwards to fully disconnect the line from the boom. Avoid old-school exposed rope lines as these can twist and be difficult to escape from

after a hooked-in fall. Whilst the risk of entrapment can never be fully eliminated, modern (almost impossible-to-twist) tubes that contain the rope are much safer.

Top tip

A useful tip to prevent falling in to windward whilst hooked in is to keep the back hand quite close to the rear harness line fixing. This means you will be able to push the line out of the hook with your rear thumb when you quickly need to hook out in a big lull. This distances you from the sail and gets your weight over the board to stay dry! As a bonus, having your back hand close to the rear harness line fixing also helps to prevent over-sheeting.

Simon Winkley is a RYA Advanced Windsurfing Instructor and a RYA Windsurfing Trainer.

Sponsors: Starboard, Severne, K4 Fins, Flymount, Bollé, Bray Lake Watersports & Spinlock.

Overseas Coaching Clinics via Sportif:
www.sportif.travel – 01273 844919

Langebaan, South Africa

25 November 2019

Costa Teguisé, Lanzarote

16 March 2020

Alacati, Turkey

27 June 2020

Palekastro, Crete

10 September 2020

Weymouth Coaching Weekends at the OTC:

(bookings: info@simonwinkley.com)

2019: 5/6 October 2020: 18/19 April, 6/7 June, 25/26 July, 26/27 September, 28/29 November

Connect: www.simonwinkley.com

info@simonwinkley.com – Facebook @swwinds –

Instagram @simonwinkley – Twitter: @ProSailCoach



A thumb-push can help to unhook in a lull or in a hurry

So that brings this four-part series on kit setup to a close. For more guidance head to:

- windsurfingukmag.co.uk to subscribe for future FUNDAMENTALS articles
- www.simonwinkley.com/windsurfing-uk to view previous articles

Many thanks to Sam Ross for a lovely chat about seat harnesses and to Ben Lockett for getting stylish on the simulator. History section from: *This is Surfboard Sailing by Reinhart Winkler (1979): Nautical Publishing Company Limited.*

SIMON WINKLEY WINDSURF COACH

BESPOKE UK & OVERSEAS

INTERMEDIATE TO EARLY-ADVANCED

CLINICS IN AWESOME LOCATIONS

LANGEBAAN: 25 NOV 2019

LANZAROTE: 16 MAR 2020

ALAÇATI: 27 JUN 2020

PALEKASTRO: 10 SEP 2020

WEYMOUTH 2019: 5/6 OCT

WEYMOUTH 2020 18/19 APR

6/7 JUN

25/26 JUL

26/27 SEP

28/29 NOV

WEYMOUTH BOOKINGS

WWW.SIMONWINKLEY.COM

OVERSEAS BOOKINGS

SPORTIF TRAVEL +44 (0)1273 844919

INFO@SPORTIF.TRAVEL WWW.SPORTIF.TRAVEL



WHY DID THAT GO WRONG?



SIMON BORNHOFT LOOKS AT WHY WE MESS THINGS UP, HOW TO FALL IN LESS OFTEN AND LEARN FROM OUR DISMOUNTS.

WORDS: SIMON BORNHOFT

PICS: LORENZO MITTIGA KATE OCEAN/JONNYCLOTHIER & WINDWISE

WINDSURFING IS LIKE GETTING INTO A STUNNING SOFT TOP SUPER CAR, BLASTING DOWN THE ROAD, WIND IN YOUR HAIR FEELING GREAT. HOWEVER, AS YOU REACH THE BEND DO YOU FIND THE STEERING WORKS IN COMPLETELY THE OPPOSITE DIRECTION AND YOU END UP IN THE DITCH! As we all know, windsurfing is punctuated with contradictory, tricky and counter-intuitive moments, which result in plenty of opportunities to get confused, disorientated and basically fall in. So for this WindWise feature we're going to help identify why things go wrong, learn from our 'dismounts' and also possibly save yourself from falling in so often. Sound like a plan?

Counterintuitive

If you left ten people on different desert islands and watched them learn, you'd find there would be very similar 'mistakes'. There's something about human nature that often makes us do the exact opposite of what a 'windsurfer' needs to do. The principle reason for this is that when we get into difficulty, we tend to look at what we're doing and very often get too close the rig or get pulled in the same direction of the rig. No one is immune. Also, the body is programmed to take the path of least resistance, which is why we often to stand up or extend our body at the exact moment we're meant to be getting low or contract. We 'pull' when we need to 'push', we stare, (at the kit, hand and feet), when simply keeping the head up and directed to where we want to go can be a complete game changer. Beginner to elite pro, essentially we fall in pretty much the same way - looking the wrong way and not opposing the rigs power, position and movement.





Self diagnosis, the honesty check – why did that go wrong?

If you're really trying to make some progress, it's important to know what went wrong, just before dismount. We all need to be as self aware as possible – basically falling in is a massive learning opportunity. Whilst at times it's hard to remember your own name after some dismounts, identifying how you went in, can help next time around. For instance, if you keep getting pulled over the front, it's probably a clear indication that you need to compensate more by keeping your weight back. This more in-depth analysis like this is particularly useful in transitions.

So, next time you fall off, ask yourself these crucial questions...

Q1: VISION

Where was I looking?

Always ask yourself, was I on the right sailing line for what I was trying to do and was I looking the right way?

If you're looking down at the kit and not in the intended direction of travel, it has two consequences. Firstly, it won't help you to work out if you were on the right sailing line to change feet, release the sail, etc. Secondly looking where you want to end up is THE key windsurfing principle – but the hardest.

So, so often we fall in due to looking at the board, hands, feet or the sail during challenging moments or transitions. 'We' do it all the time when learning something new. So on your next move, try to doubly focus on your Vision. This is why we have introduced our WindWise Touch Points, where, for training purposes, in tacks, gybes, helis, wave riding and other moves, we plant the chin on the shoulder to ensure the head is definitely looking the right way! This alone can keep you on the board, often pulling down on the boom in Warrior (looking and leaning over that flexed knee).

Q2: OPPOSITION

How did i fall in?

Opposition: which way did I fall in and where was the rig when I hit the water? Okay if it's a rag doll catapult, that might be tricky, but so very often there's clues everywhere when it goes wrong.

A: Whilst we have an infinite number of excuses, virtually every dismount is down to one simple factor, lack of counter balance i.e. not 'opposing' the power, position and movement of the rig just prior to the moment things go wrong. Watch anyone fall in, be it just blasting along or doing transitions to the highest level, in the majority of cases it's getting pulled downwind with the rig or pulling it to windward towards the body. So when you end up in the water, look at where you and the rig are positioned. If you're constantly falling downwind with the rig, on the next few goes, try to oppose the rig by forcing the body to windward more. If you constantly fall backwards with the rig, work on pushing the rig away more, often by extending the mast arm. As simple as this sounds, this forms the framework of everything we do. With my clients we use exercise like the 'Warrior' training, 'Upwind-Downwinders' 'Talk To The Mic' and 'Rig@90' beach starts (that we've featured in WSUK) to help get the body to do what WE want it to do.

The key to staying on that board in tricky, dynamic, fast or slow situations is our ability to shift the body one way and counter the rig the other. Josh Stone, who pretty much invented modern freestyle, used to say, "I just chuck the rig one way and I go the other". Do you know what, whether it's first time straps, gybing or whizz moves, it works really - especially if you don't look at your kit.



Sailing ugly



Good looking



How did I fall in?



Good opposition



Breaking human instinct



Q3: SOLUTION

I'm not saying we'll never fall in again, in fact, the better you get the more you'll fall in trying more adventurous moves in harder conditions. But it's good to get your blasting, core transitions and general ability higher and dryer. But what else can we do to make a change to try to reduce the chance of going in?

HOW TO FALL IN LESS OFTEN

Yes folks we're going to stay drier using these three mantras.

1. PUSH, don't pull (on the mast arm)
2. Fall DOWN not off (whenever you feel yourself going in)
3. Hinge the hand (whenever you release, rotate or feel you're losing the rig)

1. PUSH DON'T PULL

Whilst there are a few high-end exceptions, if you want fall OFF your board, or destroy most transitions as quickly as possible, massively over flex your mast arm. Pulling on the

boom and by that I mean predominantly flexing the mast arm and heaving the mast/rig towards you, is often THE moment when control and counter balance suddenly go and WHAM you're in. 'Pulling', brings the upper body closer to the rig, reducing counterbalance and so often sheets the rig out. Yet when we encounter difficult situations, like straps, harness, mid tack, gybe or advanced transitions the natural instinct is to grab or pull – 'rig hugging'. Those who gain control or break through barriers quicker, resist getting too personal with their rig. Instead, they create distance, calm, control and counter balance by 'opposing' the rig. In many situations we need to, counter intuitively, extend, distance and sometimes repel or push the rig away for greater effectiveness.

So whenever we need maximum counter balance, oppose the mast and rig, often by extending the mast arm. So for blasting, tacks, gybes (see gybing section) and at many crucial moments in more radical situations a lighter mast arm, pushing rather than OVER pulling can be the defining difference.

Push rather than pull





Don't fall off



Fall down



Fall down

2. FALL 'DOWN'... NOT OFF

Years ago I had a client who was at that first time harness, footstrap, tack and gybe stage. Yet, compared to his level, he hardly ever fell in and annoyed many more experienced sailors around him! He had this incredible ability to stay 'onboard'. It transpired he was an ex-judo champion and he taught me a lot about body mechanics. He said, fall down, not in. It is very common, at the moment of resignation, to either pull the rig over on us, stand up, hyper extend or throw ourselves away from the kit. The 'judo guy' did the opposite, he sunk, compacted and dropped his weight super low, down towards the board. So, when Vision and Opposition fail and all hope is gone, quickly hang down off that boom, get low inboard and FALL DOWN!

WiseWords: spread the feet – 'Sunken 7'

Whenever you're struggling exiting tacks, surviving after rotating a rig or simply just want to stay on a board, drop your body lower than you could ever imagine. When out of the straps, widening the foot spread makes that more likely and easier.



Rig Handling 'Hinge The Hand Touch Point'



Unhinged

3. HINGE THE HAND

Whether it's tacking, gybing, wave riding, helis or fancy freestyle, there's often a time when we release or feel we're losing the rig. Whenever you feel that, 'hinge the hand' – by sliding the mast hand right up to the boom clamp. It's such a key game changing Touch Point. It enables the rig to rotate smoothly, takes a lot of the force out of the sail and most importantly enables YOU to establish a lower more stable body position.

At home, your door hinge isn't 30cm inside the door, it's right on the edge. On a windsurfer, it's very common to have a death grip with the mast hand glued too far down the boom. If you find yourself in this situation, 'hinge the hand'. Slide it, jump it or just grab the boom right up by the mast – ideally without looking at it.

Here's some quick WiseWords to remedy some very common situations

To help you further and use the previous mantras, here's some scenarios and quick defaults that might help you get things sorted before or even as they're going pear shaped.



Trouble planing, harnessing and footstraps

Scenario: you keep coming off the plane, going for straps and harness, losing speed and luffing into wind. This is so often down to over flexing the mast arm, looking down, sheeting out and heavily weighting the rear leg.



Staying planing default

So, Vision: head up, look forward not down.

Opposition: extend and PUSH the mast arm forward, really straightening and accentuating that '7' stance to keep pressure on the harness line. Lean your body forward if the board starts to slow.

24 COACHING WINDWISE TECHNIQUE



Trouble overpowered

Scenario: you're going along, it could be setting up for harness, straps, full tilt blasting or setting up for a gybe.

Issue: so often everything goes wrong when the body comes up, usually due to over extending the rear leg, then sail then sheets out and a wild horse would be easier to tame!



Over powered default:

As ever, Vision: head up! **Opposition:** extend the mast arm and SINK the '7'. Drop the hips, hand down off that boom, dig the heels (especially front foot), flex the rear leg and push away from the board with the front leg.

Trouble with beach and waterstarts?

Scenario: Finding it difficult to raise the rig, get up onto the board or control gusts? This is so often due to an extended back leg, pulling too much and the head not being right under the boom.



Beach waterstart default

Extend the mast arm, flex that rear leg massively, and tuck the head under the boom – that's it!

Skills training exercise: Practice sailing along and dropping your front leg off the board and dropping the hips down to the water to simulate the end of a waterstart.



Losing control and speed on gybe entry?

Scenario: can't control the rig on gybe entry or losing speed mid-end of gybe?

This is often due to standing up, hugging the boom, sheeting out and locking the rear leg.



Gybe entry default

Sink that 7 'Judo' low and well out board, before, during and after unhooking and taking the rear foot out of the strap. Get 'set up' well before you even think of gybing.



Mid-gybe default – be more Warrior



Here's Bruce Cotsell getting it sorted



Here's James 'Butty' getting it sorted too

Losing it mid-gybe

Scenario: this is often due to pulling on the mast arm, looking at the sail and letting the clew hand out too much.

Mid-gybe default – be more Warrior

Extend that mast arm as you 'Warrior' by looking and leaning over that flexed knee. And, if there is one thing you do before, during and after the foot switch, 'talk to the mic', get that chin on the shoulder and yank the clew hand in tight.

Losing it at the end of the gybe

You've made it round, yet you're losing the speed or the rig completely. This is often due to changing the feet and rig too late, but also not 'Hinging the hand' and standing up too much.

Low, look, push and hinge that hand!

'Hinge the hand' to the mast clamp ideally BEFORE or even during the rig rotation. Then, like everything depends on it, sink that '7' super low, quick wide Judo feet and push that mast away. Then, the rig magically swings round into your hands.





Messing up my short board tacks?

Scenario: you're mid-tack, the nose is sinking, the rig is too close and you're going in. This is often due to looking at the sail and over-flexing the mast arm.

End of tack default – be more Warrior!

Vision: place chin on rear should going into the tack as early as possible, as that becomes the front shoulder.

Opposition: extend the mast arm, push that rig away towards the tail quickly.

WiseWords: adopt that Warrior stance, looking and leaning over a flexed front knee to get stable.

Skills Train: practice hovering in Warrior and sink the nose.

WiseWords summary

Okay so there you have a few games to play, tricks to try and default strategy in common situations. But when you're in that moment and you feel yourself going in, try to look away from the kit, push the rig away from the way you're falling and get LOW! If you happen to be rotating, flipping or losing the rig, do all of the above and hinge the hand. If that doesn't work, try some Judo! As ever, any questions or thoughts for future issues or any help with your windsurfing drop us an email info@windwise.net



WINDWISE UK 2019 SUMMER AND AUTUMN TUNE UPS

WINDWISE OVERSEAS 2020 JUST ANNOUNCED!

Windwise Hayling Summer – Autumn Dates Announced!

Beginner-Improver-Intermediate-Advanced

Freeride-Freewave-Feasible Freestyle



MAKE YOUR MOVES

It's all about 'The WindWise System' with proven results and a great time!

info@windwise.net www.windwise.net

MAKE YOUR MOVE IN 2020

**UNIQUE SKILLS TRAINING SYSTEM
PROGRESSION & PROVEN RESULTS FOR ALL LEVELS
BASICALLY A GREAT TIME ON AND OFF THE WATER!**

SIMON BORNHOFT
WINDWISE

WINDWISE EARLY SEASON 2020 DATES

8th-17th Jan, Bonaire Freeride

25th Jan - 1st Feb, Tenerife Freewave

1st-8th Feb, Tenerife Freewave

5th-14th March, Bonaire Freeride

14th-23rd March, Bonaire Freeride

4-12th April, Bonaire Freeride

Also in 2020: Alacati, Prasonisi, Sardinia, Mauritius, Australia + more

WWW.WINDWISE.NET

28 PROFILE ANDY STUART-WILLIAM



BACK IN THE GAME

ANDY STUART-WILLIAM PROFILE

INTERVIEW: WSUK **PHOTOS:** TIM TARRINGTON, ANT BAKER
ELLA STUART-WILLIAM, ANDY STALLMAN

LONG TIME WINDSURFER ANDY STUART-WILLIAM RECENTLY KICKSTARTED HIS LATEST AMATEUR FLEET SLALOM CAMPAIGN WITH A VISIT TO TENERIFE AND THE TWS SLALOM TRAINING CAMP. After a nasty accident at OTC Slalom training in December he needed to get his confidence back. He's also picked up some sponsors for 2019 (77sports, Challenger Sails and Exocet Boards). Windsurfing UK catches up with ASW to find out the goss.

First of all give us a bit of your windsurfing background – where and when you started, what type of sailing you used to do, where you're at now and how you got into slalom.

I started when I was 12 at Sussex Motor Sailing Club on Shoreham Beach in 1982. I was lucky, Dad was a dinghy sailor and they were all fascinated with this new sport. I was bitten and we soon formed one of the early windsurfing groups at the King Alfred in Hove. Dave Hackford, Mark Woods and Paula Wickens were all regulars along with other windsurfing legends such as a Chris Beer and Julian Kendall.

I started racing in the early 90s. David Donald was going out with my sister and he said come along to a BWA event. I borrowed his Mistral Energy and a 6.8m Neil Pryde Slalom and raced at Hove. It was May, seabreeze season, which meant 20+mph and big rolling swells and head high shore break. To be honest I grew up in these conditions so I was disappointed to finish eighth in my first event. I was hooked.

I stopped racing in 99 after Eddie Marsh won the BWA Amateurs and I was fourth. I started kitesurfing in 99 at the World Cup in Ireland. Mike Birt got us hooked and for the next 16 years I didn't step on a windsurfer. A few years later I got back in touch with Eddie Marsh and borrowed an old board he had for NWF at Hayling. I'd never been and heard so much about it. I also bought a van from Ian Craft. In my cycling days I thought my competitive streak had left me...on the start line at NWF I realised it hadn't! What a buzz.

Bumping into Scott Harrison again was also great. Both him and Crafty persuaded me to do a UKWA slalom event at the end of 2016 and that was it, I was back racing.



What's your local these days and what does it offer the everyday windsurfer?

I sail at Shoreham whenever I'm not racing. It's a great spot. There's no other beach in the UK where the winner of the Aloha grew up and still sails. Funnily enough I usually sail off the Baker's old house. It has waves most of the year and any south westerlies usually gets topped up in the summer to 25mph so we're quite often out on waveboards.

Head to any other spots or are you a creature of habit?

I often head to Weymouth. Two reasons, there's always slalom sailors out and my 15-year old son Danny is learning and likes the flat safe conditions - he'll soon grow out of it! I sometimes head to Pevensy to train with Eddie Marsh or over to Goring if it's high tide and hook up with Ant Baker.

I try to get to Hayling when the slalom boys call a session but during the week it's just not practical. The A27 is such a nightmare in rush hour. I'm gutted they've stopped the overnighting there as it was a great spot to stay after a day's sailing and a few beers at the Inn on the Beach.

Are you led by conditions, in terms of what gear you bust out, or do you look to mainly slalom sail and get as much practice in as poss?

To be honest I'll sail whatever the condition dictate. I'm not one of these who puts his wave gear away for the summer. Why would you miss out on a classic wave sailing session?

What's your main goal when free sailing/training?

It depends if I'm alone or with someone. If I'm on my own I normally do an upwind session, practicing tacking and getting upwind as quick as possible for a couple of miles then head back down wind as quickly as possible. Gybing is critical in slalom and I've struggled a bit since coming back. Ant Baker has been a great help with his coaching on that.

Do you spend time tweaking your set up on land?

I probably spend too much time doing this! My dad was a fiddler and I've inherited it. Actually it's one of the things I missed when I was kiting... there was little or no tweaking once you got it set up. You also don't get the chance to have breather and a chat with you mates or anyone else on the beach, I think that's what makes this such a social sport.

How often do you manage to get wet, on average?

During the summer at least a couple of times a week. I'm lucky I work about eight miles from home and can usually be home for 5.30 if it's looking good. In the winter I'm limited to weekends, which can be frustrating but I tend to keep my weekends flexible if it's likely to be windy and go to the gym during the week. Helen my partner is very understanding and having had kids early, I'm lucky that I can escape most weekends.

Tell us about your experience in Tenerife earlier in the year. Any major tips/tricks you picked up?

Having experienced a nasty collision with my mast in December, Tenerife was about getting my confidence back, not racing. To be honest I've windsurfed for 38 years and never had a serious accident until that point, so I guess I'm lucky.

All the PWA racers were so friendly and helpful as well as the sail designers. I was lucky enough to bump into Claudio Badiali the owner and sail designer of Challenger Sails and spent a lot of time talking about sail design and some of the new concepts. The new foil sails had just arrived and the different approach to slalom sails is a fascinating new development. They are higher aspect and flatter to promote better upwind performance, where these races are won and lost! He also helped me select the correct sail from their range to suit my sailing style.

Helen my partner is very understanding and having had kids early, I'm lucky that I can escape most weekends.



Who did you glean the most amount of knowledge from? And how will you apply that this season?

Ant Baker worked with me for three days in Tenerife on set up and rigging. It's made a massive difference and I'm looking forward to increased speed and control, which I can already feel when I'm out training.

The other thing we've done is at events. I used to be last to rig and last to get on the water. It seems obvious but to be so unprepared ahead of a race is bonkers, given the time and money I've committed to slalom racing.

I was also lucky enough to meet Patrice Belbeoch earlier this year and talked to him about board design and mast foot position. Board designers normally know the exact measurement you should have your mastfoot or at least the range. So getting this from the designer was invaluable.

Do you think coaching is a good idea for all levels of sailing? Would you say improvement is more rapid this way?

Yes. I'm not a great one for coaching. My brother is a professional golfer and I can count the number of lessons I've had from him on two hands. However, making the unconscious conscious is fantastically powerful. Nick Faldo used to say 'see, feel, do' and it's the same in windsurfing. Video on phones is also really helpful. To see what you are doing wrong and then go back out and try and correct it and re watch can be very helpful. You just need to find a friend that doesn't mind doing it!

Got any plans to head abroad again soon for windy shenanigans? If so, where?

My main plan is my 50th Birthday at Christmas, which I'm going to Tenerife for. I'm also likely to be made redundant at the end of the year so I may stay on for a few weeks and do some training with the PWA guys when they start mid-January (shhh don't tell Helen).

Where's your fave global spot to sail and why?

I'm pretty lucky living on Shoreham Beach. There aren't many better spots to improve all the disciplines. I also love Fuerteventura. It has so many breaks and is also the prettiest of the Canaries.



What are your aims for your 2019 slalom campaign? Will you be vying for podium finishes or is it a case of simply bettering last year's result?

The amateur fleet is always very competitive. I've finished fifth and sixth in the last two years but each year there's new people entering it and the kids get bigger and better. I start each year aiming to win and this year is no different. Every year there's always a new challenger (Alex Rowe looked in great form at Lee on Solent) as well as the old rivals (Simon Chippenham and Eddie Marsh). There are also the youngsters like my team mate Tyler Baker who's a real worry after beating me at Weymouth last year. In fact anyone in the top 10 of the Amateurs is capable of winning a race on their day. So it's a super competitive, fun, social and great friendly environment (oh and we have a few beers in the evening!). It's also great to see sailors coming through from the Master Blasters, some with legendary surnames!





I think the key to selecting new kit is being able to describe what you like to someone who windsurfs at a high level and can provide you with a package to suit your need and demands.

see if you like it...you never know you may love the racing and the social side not bad either. You also get to see places you'd never have gone if there wasn't an event there!

I think the key to selecting new kit is being able to describe what you like to someone who windsurfs at a high level and can provide you with a package to suit your need and demands.

Do you think equipment makes a big difference when competing? If so, why?

Yes and no. In previous years I've been using some kit from 20 years ago. The last race of last year I finished 5th on a 6.3 VX3 from 1998 and it should have been second if I hadn't stalled the last gybe! So you can complete at a national level on a budget. There are some great second hand bargains out there if you look on the popular facebook windsurfing selling sites. 77 Sports also has a great selection of secondhand race kit and Ant is on the lookout for the next PWA racer so check out his website or pop to one of the demos and have a chat with Ant or I.

So a bit like bike riding 90% is down to the rider. The marginal gains come from the latest kit once you have the ability. So get some old kit and give racing a go. Or even do what I did 20 years ago, borrow some kit for a weekend and

What's your most valuable bit of kit?

My van. It's not posh, it doesn't look flash but it does exactly what I need. It has a bed, can carry my kit, I can make a cuppa, it's got a fridge for beer and there's plenty of room for friends to sit and have chat. It also has plenty of room from my two collies who come most places with me in the van.

As we understand it you took time out from windsurfing a while ago. Why was this?

I guess I fell out of love with it for a while. When you do something for nearly 40 years there are going to be times when your enthusiasm wanes. I was kiting from 1999 onwards and starting cycling in the noughties with some of my old windsurfing friends – both road and mountain biking. This was about the time I was diagnosed with diabetes...I know I'm not fat...don't believe all you hear about people with type 2 diabetes!

What was the catalyst for coming back into the fold?

Mark Gohagen sold me an AHD 8'4" wave board and couple of Tushingham Storms and the rest they say is history. I'll always be grateful to Mark and I'm not the only one he's guided back from the darkside! I'm really pleased he's now settled back in his homeland and I must get down to see him again soon.

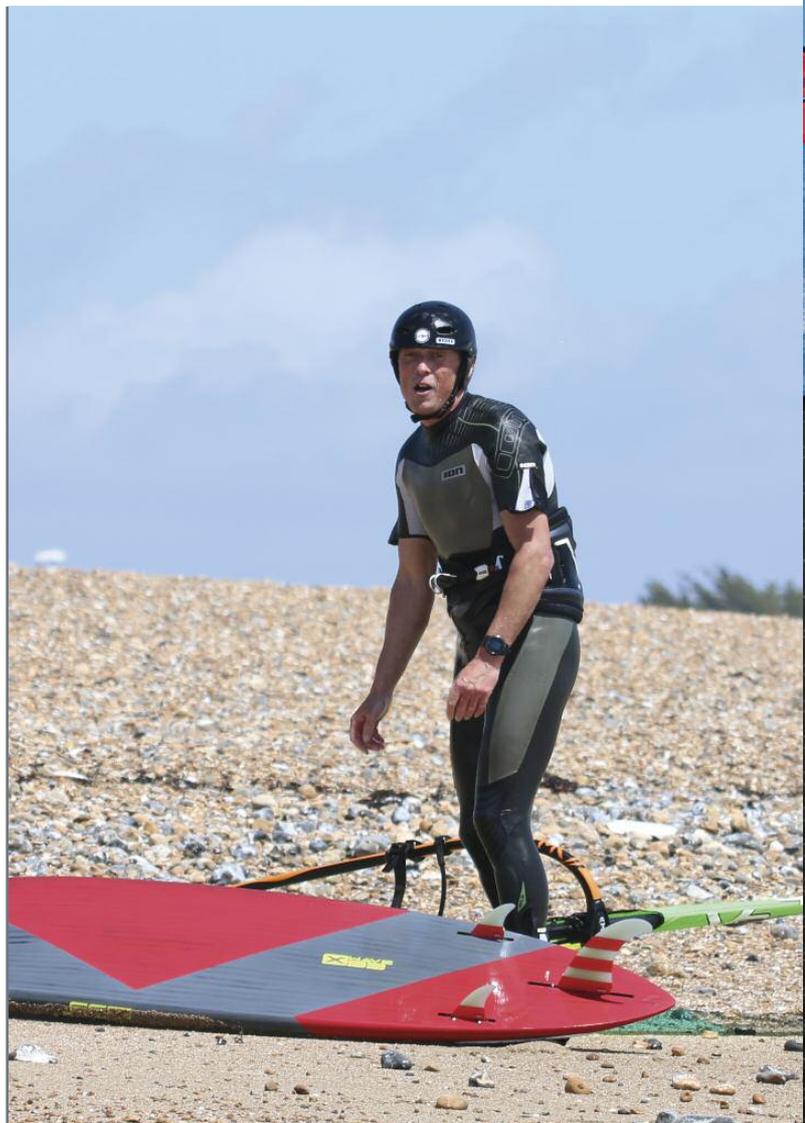
Windsurfing is sometimes hard to stay motivated with – especially during long periods of wind drought. What's your advice to others in terms of keeping those stoke levels up? I'm now more in love with the sport than I think I ever have been. I guess that's because I spend time with people who are equally enthused about the sport and are like minded. It's not just having a blast in 25 knots in logo high waves. I've had some of the best laughs on a longboard in 5 knots. My whole longboard set up cost me less than £250 and it stays with the latest longboards. It's about time on the water doing whatever, on whatever with people who enjoy it as much as you.

Any final thoughts on windsurfing in general?

I'm really hopeful that windsurfing is on the way back. I'm seeing youngsters enjoying it again and progressing to a National and International level. Look at Scotty Stallman, if he gets the right support, guidance and bit of luck he could be dominating the race circuit the way Antione has for years to come.

Thanks and praise?

My biggest thank you is to my Dad. He introduced me to the sport and is always with me on the water and who I miss every day. Also to Helen my partner who has put up with my obsession for nearly 25 years and has attended many events alone - as I've gone sailing. To my sponsor's – Ant Baker at 77 Sports, Claudio at Challenger Sails and Patrice at Exocet.





HYDRO FOIL

105 / 120 / 135 / 150



PRO EDITION



FULL WOOD SANDWICH



EPOXY SANDWICH

JUST LIKE FLYING!

JP-AUSTRALIA
the right stuff

JP-AUSTRALIA.COM

36 FEATURE HAYLING SLALOM



RACE YA!

THE ONGOING SUCCESS OF HAYLING SLALOM

WORDS: WSUK, JAMES DINSMORE, SIMON CHIPPINGTON, LEIGH KINGABY

PICS: JAMES JAGGER AND DAVE WHITE

IF YOU WANT TO TEST YOUR METTLE BEFORE ANY BIG SLALOM EVENT THEN IT'S ALWAYS A GOOD IDEA TO GO HEAD TO HEAD WITH YOUR PEERS AND FELLOW COMPETITORS.

But how do you achieve this when riders are scattered far and wide?

In years past there were a bunch of different slalom groups that would get together on forecast to tune up, swap tips and see how their on water skills were developing. For the UK's top racers this has proven to be essential training whilst for those dabbling 'slalom nights' have shown where their own level's at and what needs to be improved upon.

More recently, due to lack of time we suspect, most of these groups have waned. There are still pockets around Weymouth, Poole and Essex where smaller numbers of riders can be seen out giving it beans. But it's Hayling Island, where multiple UK slalom champ James Dinsmore is based, you'll find the most regular slalom gathering with peeps heading from all over the UK when a summer evening forecast is green lit.

Utilising the UKWA's sign up email alert system and Facebook group for communication, if there's a sniff of breeze then you can bet your bottom Dollar there'll be a posse of slalom head inbound for Hayling's seafront – although some other local venues are also used for certain wind directions.

We caught up with a couple of slalom heads to hear their thoughts on the Hayling slalom group and why it just works – Mr Dinsmore included.



James Dinsmore –

“I originally got involved in UKWA local slalom back in Poole over ten years ago. We had a brilliant group of organisers including Ed Britnell (K-Bay), Roger Clark, Guy Cribb and Fred Willis. When I moved to Hayling in 2011 I teamed up with Allan Cross to start Hayling Slalom and it has been running ever since. In recent years Leigh Kingaby has been my main co-organiser.

“We race in British Summertime when it is windy on a Wednesday evening. The sessions are co-ordinated by email (see local clubs link on UKWA web page), Facebook and WhatsApp.

“The most popular sessions are the midsummer evenings when it is low tide and we have a decent breeze coming over the sandbar. We then get to race on lovely flat water.

“Each session Leigh and I set a slalom course with a start line and two or three gybe marks. We each have a different technique for sailing the buoys out. I hook the anchor onto my harness and loop the anchor rope in order to sling a (pretty large) buoy over one shoulder. It occasionally goes a bit wrong and a board suffers anchor damage. Grimace!

“When the course has been set everyone synchronises watches so that we all start together. In the early days we used to do beach starts but in recent years we have concentrated mainly on ‘on-the-water’ starts as this is what we do at competitions.

“We have male and female sailors of all ages with a range of abilities at our sessions. We aim to be very inclusive. Leigh



and I have done well nationally whilst Jenna (Gibson) has won major international lady’s events. At the other end of the spectrum some of our sailors are happy to complete the course. It is very rewarding seeing the progress of people over the years. A lot of Hayling Slalom regulars have gone on to do very well in the UKWA Amateur fleet. There is a lot to slalom racing - sail choice and tuning, starts, straight line speed and gybing technique to name a few. It really takes years to learn and you can’t do so on your own. Our sessions give sailors the chance to practice and get tips from other sailors in a relaxed and friendly environment. They get to ask any questions that they want to.



"There are no kit restrictions although we wouldn't want anyone doing a slalom racing with a foil. We have slalom boards, wave boards and longboards all taking part. Leigh and I are rewarded as we get to practice ourselves but at the same time we get to help others with their sailing. Most of the participants go on to do some national events. Some, however, just enjoy racing at Hayling Slalom. It may be that they appreciate that racing with others is good for your all round sailing as you are pushed out of your comfort zone. It may be that they appreciate the chance to learn from others. It may be that they are just too busy to get to any UKWA national Slalom events."

Leigh Kingaby –

"In the last few years Hayling's slalom group has been growing. People that come along are to be seen all helping each other out with tips, tuning ideas and technique guidance. James and I will always be handing out tips on rigging and such like. But it doesn't just stop at telling others what they should be doing, we explain why we do it to give further insight. It's free to join in. We do Wednesday evening's or weekends if the wind looks good. If you've never been along but fancy the idea then do join us. It's super fun, you'll learn loads as well as make some new friends."

Simon Chippington –

“It’s all in the training’. I’ve been a lucky windsurfer, I guess, training in some stunning locations abroad and at home within the UK. There’s nothing better to score a road trip to the home of UK windsurfing: Hayling Island. To honest this location does offer it all for every aspects of our sport: foil, wave and of course slalom.

“It’s a fantastic area to train for slalom; just great on a south westerly at mid-tide for me with smooth water. On green lit days we are here to race and I’ll have a burn up on my RRD kit using the all new X-Wing sails and X-Fire boards whilst plugging in my RWS Fhot fins (can you tell who I’m supported by?).

“The local group are really friendly and so passionate about our sport, always welcoming new racers, plus giving great advice. Races are normally on a Wednesday or Thursday afternoon/evening depending on the wind and tide. James Dinsmore will send out a email to the registered sailors confirming it’s on. You normally get quite a few UKWA competitors turn up to train plus a growing group of locals and day trippers like myself.

“Start of the training session the group will have a little chat about the course that’s going to be laid out, then we’ll set watches to a three-minute rolling start which is all normal racing conditions run identical to UKWA and PWA slalom events. We all set off from the beach and run races



throughout the afternoon until dark. All the time we’re gaining knowledge, experience, training fitness /satisfaction, happiness, fun, bonding and friendship.

“At the end of a great afternoon there’s a chat on the beach and a bite to eat at the Inn on the Beach’ before my trip back on the M25 to Essex. I love it and hope to do more!”

If you fancy getting involved with Hayling Slalom search out the Facebook group and obtain further details va members there.



A LEGEND
IS REBORN.



mistral®

MISTRAL.COM

Water life and living since 1976

FOR UK ENQUIRIES GEORGE@MISTRAL-HAYLING.CO.UK 077 8687 7230



QUKSLIDE 100L
 100 x 230 x 170 x 7.5kg
 1.8kg bag / 1.75kg spinnaker

QUKSLIDE 110L
 110 x 220 x 170 x 7.5kg
 1.8kg bag / 1.75kg spinnaker

QUKSLIDE 120L
 120 x 210 x 160 x 8.5kg
 1.8kg bag / 1.75kg spinnaker

QUKSLIDE 130L
 130 x 200 x 160 x 8.5kg
 1.8kg bag / 1.75kg spinnaker

WINDSUP ADVENTURE

SANTANNA
 320 x 4.6 x 9.9 x 8kg
 A2 Construction

SANTANNA
 310 x 4.6 x 9.9 x 8kg
 A2 Construction

SANTANNA
 300 x 4.6 x 8.8 x 8kg
 A2 Construction

WINDSUP

LEU
 2 x 2.37
 200.0 x 4.1 x 6.5kg

PII
 2 x 3.37
 200.0 x 4.1 x 6.5kg

FREEBIRD 218L
 200 x 122 x 218
 115kg x 217 x 5 x 12.5kg

ALBATROSS 219.5L
 200 x 122 x 219.5
 100 x 217 x 5 x 12.5kg

5.4m
 3.76m boom
 420 kuff x 400 mast
 Adjustable mast head sleeve.

6.5m
 5.97m boom
 446 kuff x 430 mast
 Fixed mast head sleeve.

7.8m
 7.25m boom
 476cm kuff x 460 mast
 Fixed mast head sleeve.

REVIVAL 5.5M

REVIVAL 6.5M



WHY YOU NEED TO VISIT LEMORNE

WORDS & PICS: PLANET WINDSURF HOLIDAYS

MAURITIUS IS UNDOUBTEDLY ONE OF THE WORLD'S BEST WINDSURFING HOLIDAY DESTINATIONS WHEN IT COMES TO SATISFYING EVERY TYPE OF RIDER... AND THEIR FAMILY. Janine Avery from Planet Windsurf Holidays rounds up just some of the reasons why you need to make this Indian Ocean Island, and more particularly Le Morne, your next holiday destination.

Windsurfing for all skill levels

Mauritius is one of those destinations that will call to you again and again. Whether you're an absolute beginner, a novice looking to hone your skills or a wave rider that is addicted to the most extreme of thrills, Mauritius, and particularly Le Morne is made for you.

Le Morne boasts steady winds in the UK's summer months, with a season that extends as far as November. Although busy during the peak season months of August and September, there is truly nowhere else on earth that competes with the consistent winds and safe environment of Le Morne.



The reef

The reef forms a large open lagoon that is the perfect place to learn to windsurf or practice new tricks. The cross onshore winds are great for beginners and warm, shallow waters mean you can spend the entire day in the ocean and not worry about getting cold.

For wave riders of all levels, Le Morne delivers as one of the best destinations in the world. A couple of small waves at the reef offer rookie wave riders a gentle experience, while the deep reef gives a lovely, smooth ride further upwind at a break called Manawa. Look downwind from Le Morne and outside of the reef and you'll see the world famous One Eye, but be warned, this wave is only for advanced windsurfers confident in cross-offshore conditions with a hankering for the extreme. The incredible thing about Le Morne is that there really is a wave that's fun for everyone.

The centre here is well stocked with all the latest gear for rentals or lessons and has a great look out if you want to see what the winds are doing on the waves further out. They specialize in private lessons with a particularly fantastic instructor for kids if you want to get the little ones into windsurfing.

The best accommodation on the island

On the island's south-western coast at the revered Le Morne, you will find the 5 star St. Regis Mauritius. The St. Regis Mauritius Resort recently won the Mauritius' Leading Luxury Resort 2019 at the 26th annual World Travel Awards. Located at the best address on the island, particularly where windsurfing is concerned, this amazing resort features 172 beautifully appointed rooms and suites, including the exclusive 4-bedroom St Regis Villa. If you want to splash out, be sure to book this villa - it's situated right at the end of the property and offers up fantastic views of One Eye. You can sit in your splash pool and recover while you watch the action on the water.

The resort's rooms and pools are centred around the Manor House, resembling a historical estate with five enticing restaurants and two bars, the Iridium Spa, and the famed hallmarks of the signature rituals of St. Regis, including the bespoke St. Regis Butler Service. Windsurfers can also rest assured that families and partners will be well taken care of at the St. Regis while you're out on the water, as the resort boasts one of the best kids clubs on the island.





Planet have special offers that are exclusively for windsurfers at this resort including 55% off your accommodation, a free upgrade from half board to full board, a free massage and free dinghy sailing, kayaking, wakeboarding and select watersports. In addition two children sharing the parents' room 'eat, stay & play for free'.

Try something different

30 minutes from Le Morne, located up on the hillside in Mauritius' natural forest interior, is another property that will take your breath away. Serving up possibly the best views on the island, spanning 360 degrees, the brand new Chalets Chamarel are truly spectacular and there's a whole load of activities, including a zip line and suspension bridge. A few nights here is the perfect compliment to your windsurfing holiday on the beach, or if you have been to Mauritius before and need an excuse to return, this is it!

For more on Planet Windsurf Holiday's hand picked and personally visited destinations, see their innovative website (www.planetwindsurfholidays.com) for an immediate on-line quotation, or get in touch for expert impartial advice on +44 (0)1273 921001 or info@planetwindsurfholidays.com



St Regis Mauritius

The Ultimate Luxury Windsurf Holiday



EXCLUSIVE OFFER FOR PLANET WINDSURF HOLIDAYS GUESTS

Book your stay at the St Regis Mauritius Resort in Le Morne this season and receive up to 55% off your accommodation, a free upgrade to full board, free sports massage, free dinghy sailing, kayaking, wakeboarding etc. PLUS kids go free!



Call +44 (0) 1273 921 001, email
info@planetwindsurfholidays.com or
visit www.planetwindsurf.com to book!





LIFE

WORDS: STEVE BLAND

A SNIPPET OF ENCOURAGEMENT FROM THE PEN OF STEVE BLAND. LIFE'S CERTAINLY FULL OF UPS AND DOWNS AND STEVE'S NUTSHELL VERSION CERTAINLY HIGHLIGHTS this. Find out more about Steve, his wife Rachael and her legacy by looking up 'You, Me and the Big C'.

I was 11 years old when I fell in love with windsurfing. My best mate Will and I signed up to a course in the school holidays at our local lake and the deal was sealed within ten minutes of the first session. We were hooked. It feels like an awfully long time ago now as I sit on my sofa at the age of 39. It's been about six years since I set foot on a board. I'll come back to that.

I can't pretend it was the adrenaline rush that we loved from the start because this lake was little more than a pond, and the boards carrying us across the water were as far from the modern kit as you can imagine. For some reason long and thin was deemed the right approach for beginners back in 1991 and that meant a lot of falling in, a little bit of windsurfing, and precious little turning round. But we really were hooked and after a little begging, it wasn't long before my parents bought me my first set of kit.

Vinta 320

Now I realise this will only mean anything to those readers of a certain vintage, but my first board was a Vinta 320. Yep, 320cm long...and not very wide. It had a tie on boom and a mast that didn't bend one bit but I loved it. Will had also managed to persuade his folks to splash out on a board called a Formula 918 and we were away. While most kids were playing football or tennis after school, we were dragging our parents down to Boundary Water Park, in Cheshire, to splash about for an hour or two. In those days if you could crack a flare gybe you were doing better than most. I gather things have changed somewhat.

I'll skip a bit here because the next few years followed a predictable pattern of development. Kit came and went; a Tiga Renegade was swapped for a Tiga 275, then an F2 Axis and then a Mistral something or other; but the love of the sport certainly didn't.

Minorca

When we were 21 Will and I headed off for our first season. We'd seen a stand at the London Boat Show for Minorca Sailing Holidays and before we knew it we'd signed up to spend six months in the Balearic sunshine. It was magic. The wind didn't always blow but teaching day in day out brought me a different understanding of the sport. And more importantly it led me to meet some fantastic people who have remained close friends ever since.

After two seasons in Minorca, I decided to leave the safety of the north west of England and seek a new life on the south coast. I'd seen a job with Andy Biggs Windsurfing that

involved a bit of teaching, mixed in with a bit of shop work and I went for it. Another cracker of a decision. That job afforded me a lifestyle that I still crave. I'd close the shop on Hayling Island at 17.00 after spending a day talking about windsurfing, and be on the water by 17.15. It was amazing.

I'm sure many of you will know of a guy called Emile Kott. Emile's a good mate from Minorca actually, and I've always loved sailing with him. I'd been working with Andy Biggs for a couple of years when an opportunity came up to go and work with Emile in Jericoacoara, in Brazil. I leapt at the chance and it wasn't long before Mr Kott and I were learning Portuguese while trying our very best not to be too smug to friends back home about the fact we were sailing in 30 knots every day. There was a bit of teaching in there too, but not enough to get in the way of all the fun.

Jeri provided me with my very best windsurfing memories. Sailing with kids like Edvan de Souza, who have since gone on to big things, was a massive privilege, but after six months in Jeri we returned home.

I guess that's when I started my flirtation with the 'real world'. I was still living on the south coast but my job as a journalist was curtailing my water time. It was still manageable until around about 2010-2011, when I joined the BBC. Suddenly I was working in London, and before I knew it, my job had relocated back up to the not so sunny north west. I was back where I'd started and although my career was going nicely, it felt like my windsurfing life was over. It was two hours to the coast and no-one around me had ever set foot on a board.

Rachael

I met my wife-to-be Rachael, a beautiful and glamorous newsreader in 2011, and by the time we reached September 2013 we were married. Our little boy Freddie followed soon after and it just wasn't realistic to take out a whole day to go sailing. Plus there was the added complication that what kit I had was by this time spread neatly around my south coast friends. They were just looking after it apparently.

I'm going to jump on a few years now to, I guess, the reason I'm writing this. In November 2016 Rachael was diagnosed with breast cancer. It was a particularly nasty variety actually, and one that didn't seem too keen to respond to treatment. She went through round after round of chemotherapy, radiotherapy, and even some trial drugs. Nothing worked. It was a horrible slog and took its toll on every part of our lives.

In September 2018 my darling girl, and Freddie's wonderful mummy, died.

It hit me like a sledgehammer. Our world was turned upside down in that moment and as I write this, ten months on, I still haven't even begun to get my head around it. Rachael was everything to us and the hole she has left will never be filled. And it's genuinely one of my biggest regrets that she never saw me windsurf. In fact I'm still not completely sure that she even believed I could ever do it!

And that brings me nicely onto something that happened recently. Out of the blue I had a call from Andy Biggs on a Monday morning. Was I going to be home on the Thursday of that week to accept a delivery? I was, although I had no idea what was coming.

Parcels of kit

Sure enough on Thursday the parcels started to arrive. First a box from Andy containing a new wetsuit, an extension, a mast base, some footstraps and a letter from Emile explaining what was going on. He had decided to get me back on the water so had rallied all of our sailing friends to put together a set of kit for me. The next parcel contained a collection of sails donated by my incredible mates. And the third, a board.

I haven't actually cried an awful lot since Rach died. Not recently anyway. But when these parcels arrived, I broke



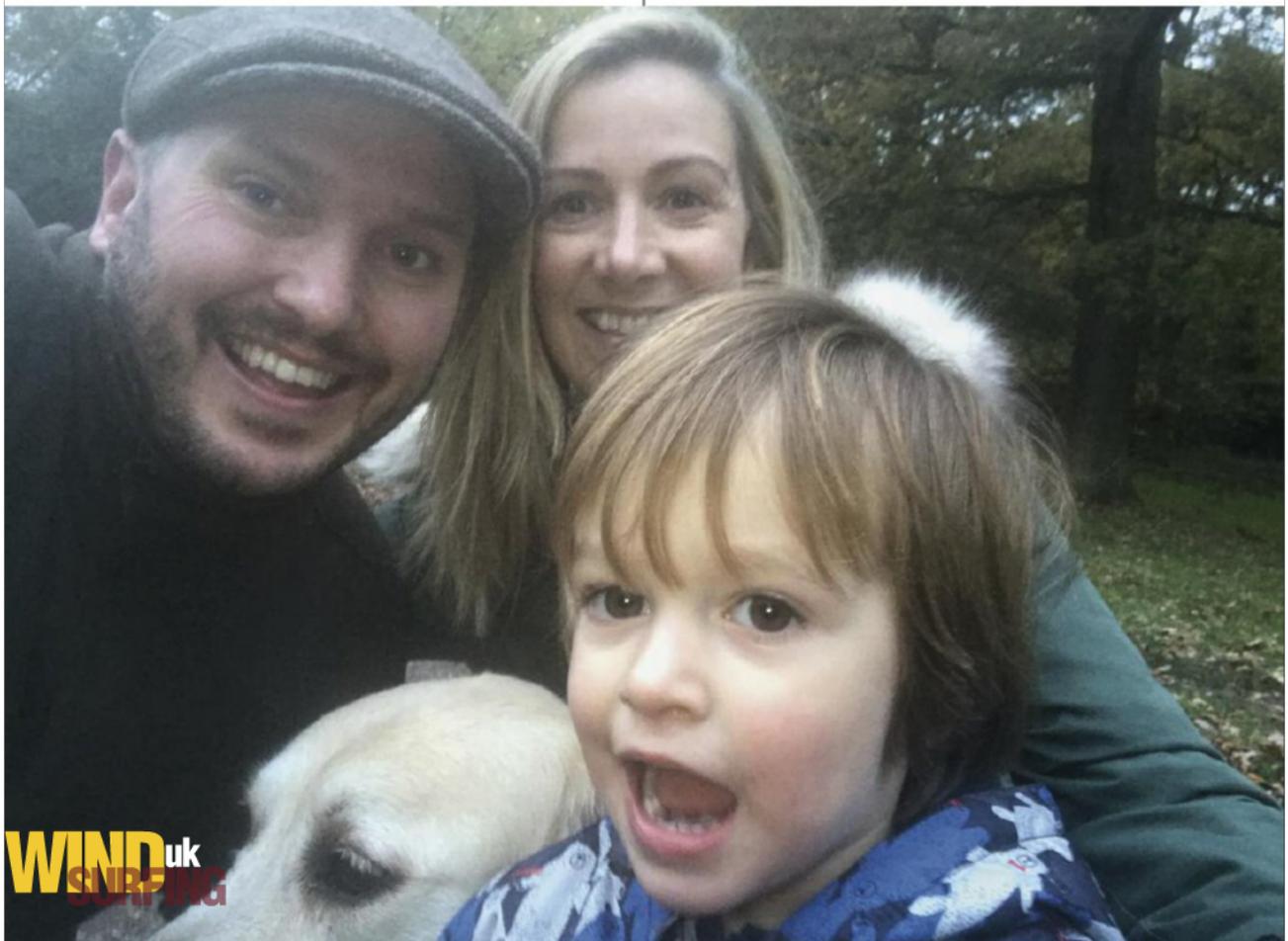
down. What an incredible thing for my amazing friends to do, especially when you consider that I hadn't even seen most of them for at least six or seven years.

So now the challenge is to get back on the water. It's a little tricky being by myself but I've got a brilliant family who I know will support me. And I'll have to work out what I'm doing again... it's just like riding a bike right?

Windsurfing was such a huge part of my life for so long that just I cannot wait to get back on the water. And I want to take Freddie with me on this adventure so that he can experience the thrill of sailing too. And I really think getting back on the water will do wonders for my mental health. I've found real solace in a bit of escapism

when times get tough and flying across the water, hanging on for dear life and throwing yourself into the air takes some beating on that front.

The last few months and years have been really tough but thanks to the generosity of some incredible people, windsurfing – and a bit of paddleboarding too – is going to play a big part in making sure Freddie and I have plenty of wonderful times ahead of us. Since I last sailed I'm a little bit older, a little fatter, a lot balder and a little more battle weary. But I've come out of it with a determination to enjoy life and a care free attitude that tends to go quite nicely with windsurfing. See you on the water!





WITCHCRAFT
WINDSURFING ✦ FUERTEVENTURA

Photo: Inna Bruzhyenye · Rider: Will Ward



THE **SLAYER**

POWERFUL WAVE RIDING SAIL



KARMA

DO IT ALL POWER WAVE SAIL

DEAN DOES DALLAS

(and other parts of the world)

WORDS AND PICS: DEAN PEOPLE
DEAN PEOPLE IS A LONG TIME UK WINDSURFER NOW RESIDING IN THE GOOD OLE US OF A – DALLAS TO BE EXACT. AS A COMMITTED SAILOR DEAN WAS INTO THE STAPLES OF SLALOM AND WAVES AS A GOOD MANY ARE. Making the decision to get gone and discover the wider windsurfing world Dean soon ended up at an inland lake close to where 80s TV show 'Dallas' was set. Foiling is now firmly on the cards, as is windsurfing proper when the wind blows beans. But the question we really want to know the answer to is: 'Who DID shoot JR?'





I am from Portland, Dorset so Portland Harbor was my very first stomping ground. I was 12 years old the first summer that my Dad taught me to windsurf and it was on a Hifly 100 board (thing weighed 50 lbs.) and a 4.5 HY windsurfing sail that had dolphins on it.

I remember the Johnny Walker speed competition with Fred Haywood breaking the 30-knot speed barrier, Portland Harbor was THE place to be seen windsurfing in the early 80s.

When I was 13, I was screaming around the harbor on a custom made Bugler sail (Adrian Bugler the Weymouth windsurfing legend and sail maker) when this tall, skinny kid in a purple wetsuit and blue helmet was also blasting around me... I would see him every weekend but we didn't talk for a while as his Dad parked down by Ferry Bridge. Finally, we got to chatting with each other, discussing kit... It was Kevin Greenslade!

Kevin is a couple years younger than me, and so we entered our first competition (the Youth National Windsurfing Championships) that's where we all got the taste for racing. In between national racing events we would have regional windsurfing meets (UKBSA Southern Region was a big deal). This is where I met Jim Crossley, Simon Pettifer, Simon Cofield and Matt Wilcox. We would race all day and hang out at night; a fantastic time and these guys are amazing windsurfers and best friends. The last time I was back on Portland, Kevin and I went tandem windsurfing from OTC, the laughs could be heard miles away.

I think it was 1996 when we all decided to go to Tarifa and practice speed and slalom for nearly three

weeks. I was the oldest of the group and so naturally the one to make sure we all stayed in line and I assured each parent everyone was in good hands (cough). Every single day we windsurfed until we could not sail anymore, then go and eat and partied all night long until the sun came up! I blame all drunken debauchery on the Tequila.

Being the team lead and designated driver, I managed to hit the only boulder in Tarifa and ripped the tyre off the rim, we spent the next 2.5 weeks driving around on the doughnut spare that is designed to get you to the nearest garage. We also managed to completely cave in the roof of the car with all the excess slalom kit! Before taking it back to the rental center we found the biggest, muddiest puddle in Tarifa and drove into it at 50 mph covering the car all over, the thought process was the rental guys would never see how much damage we had done to the cars before returning them.

In 1997, after a memorable wave sailing session at K-Bay, I decided to sell my racing kit, save money and move out to Western Australia for nearly a year. Margret River is a fantastic place to wave sail, you can surf glassy waves in the morning, then wave sail late into the afternoon. It was a weekday morning, and I was sat in my car with a coffee when a car pulled up close to me, couple minutes went by and I looked over as he turned and looked at me... it was Dan Ellis (now living on Maui) obviously another UK racing legend and quite the lad, the world was already getting smaller. We surfed and windsurfed every day for weeks until we went our separate ways.

54 PROFILE DEAN PEOPLE





The States:

Anyone born in the early 70s grew up with a healthy dose of the A-Team, Dukes of Hazard and "Who shot JR." I wanted to check out the U.S. at a very early age and so naturally that was my next port of call after Australia. I really wanted to travel all over (inland as well as coastal regions) Texas is a huge state, and South Fork Ranch was on my go to list (I now actually live 30 minutes from South Fork Ranch). I was really intrigued by Dallas, loved the size of the city, and bright sunshine 11.5 months of the year. Windsurfing went on the back burner for a little while as I had my daughter Chloe and began working towards 'living the dream' and yes from watching the TV show Dallas, I honestly thought everyone wore a stetson and spurs (That's only for ranchers though).

I now live on Lake Ray Hubbard, in a place called Rowlett, it's a big manmade lake around 36 square miles and its Dallas drinking water.

There are a few locations to launch from just minutes from my house for windsurfing, kiting and foiling, and Dallas can get very hot and windy. Thanks to foiling we can foil 5-6 days a week for weeks at a time.

It is a gusty wind location, and over the years the windsurfing population has been dying off and the kites steadily growing. The community has been completely revitalized over the last three years with the launch of foiling

When I was windsurfing, I would only go out on the 15-25 mph days and go SUP down winders when the wind was lighter. You can windsurf and foil all year round, but the warm wind months are the best from March until November. I estimate we will foil over 120+ days this year, while windsurfing is around 30-40 days.

I have only windsurfed once in the last year, because of the foiling addiction. My wife says that foiling has me, "Like a kid in a candy shop," filled with enthusiasm to go foiling almost every day. Windsurfing has always been my first love, but foiling is a whole new adventure!

In 2010 I had gone on a surf trip to Costa Rica and tried SUP in the waves and was hooked, I went straight back to Dallas and bought a SUP board. Every time I went out on

the lake someone would ask where they could rent one? That was a light bulb moment and we later decided to open a business called Core Adventure Sports (www.coreadventuresports.com). I took a PaddleFIT coaching course and got certified as a coach for SUP lessons and rentals.

Sadly, over-development of Lake Ray Hubbard for housing and retail at the best spots, has forced us to postpone SUP/windsurfing lessons, there is only one location to safely teach and it has become severely overpopulated with swimmers, fisherman and jet skis. I am currently teaching foiling and offer retail for foils, boards and more. We really enjoy working with Slingshot Sports here in the US, their products, pricing and service are second to none, I am a big fan of slingshot foils.

Note: 'Who shot JR?' Not a clue mate!

We now have a pretty consistent group of foilers and we have tested dozens of boards, foils and rigs, I jokingly call Dallas, "The foiling mecca of the world," and started a Facebook page called North Texas Foiling (North Texas Foiling Group) to discuss local wind conditions and kit etc. Within a year, we have grown to include members from all over the globe. I am proud to be part of a core group of Dallas foilers that can discuss equipment and share techniques with anyone in the world and vice versa.

Occasionally we get to windsurf down at the Texas coast, it has some really good sailing spots at Corpus Christi and Galveston area, and one day we will move to the coast but it won't be Texas, my wife is from Cocoa Beach, Florida, so that area will be our next chapter and to hopefully grow the business into a full time operation.

It's difficult to judge windsurfing in the states, there are some real hot spots, with the Hood River, San Francisco, Miami, the Carolinas, etc but Europe seems to be way ahead with windsurfers investing in new equipment and



56 PROFILE DEAN PEOPLE

developing the sport. I have taught dozens of beginners but very few will buy the equipment, it's just been a check off the bucket list.

Next up will be wing surfing, my slingshot sling wing should be here any day now and we cannot wait to develop wing surfing on SUP and foil boards, there are endless possibilities.

I do miss my friends and family back in England, but I am happy to live in the states, my wife is my best friend and amazingly supportive of my watersport needs.

Plans for 2019 is to foil, windsurf and sling wing every day if possible, testing equipment and pushing myself every time I go sailing.

Many thanks to everyone that has supported me throughout the years (you know who you are) windsurfing is a non-stop adventure, no matter which beach I go to, windsurfers and foilers are the coolest bunch on the planet, I am so stoked to have experienced over 34 years of it and may it long continue far into the future. Thank you Tez for this interview, we enjoy your input on North Texas foiling page.

I'll see you on the water... Foil on!



293

THE WORLD'S LARGEST
WINDSURFING CLASS
techno293.org.uk

BIC WINDSURF

ONE BOARD FROM START TO FINISH

The Techno 293 OD is a true racers board with all-round performance that everyone can enjoy.

- High volume provides a stable platform.
- Daggerboard gives great upwind performance - even in light winds.
- Concave hull makes it fun and responsive on the plane.
- A reliable, high performance board that's comfortable in all water conditions.

Technical data

Length	293 cm
Width	79 cm
Volume	205 L
Weight	13.0 kg
Ideal sails sizes:	5.8 x 8.5



bicsport.com

For expert advice on the Techno 293
visit a BiC Stockist

Too good to give to the kids!

Cannock

Boardwise Ltd
boardwise.com

Kettering

Cygnus Sails
cygnus-sails.com

Poole

Poole Harbour Watersports
pooleharbour.co.uk

Portland

The Official Test Centre Ltd
otc-windsurf.com

Southampton

4 Boards
4boards.co.uk



BIC products are distributed in the UK and Ireland by Lyon Equipment - www.lyon.co.uk

UNIFIBER

MAVERICK 6.5M



WWW.UNIFIBER.NET/WINDSURF-GEAR

BUY FROM: [HTTPS://4BOARDS.CO.UK/](https://4boards.co.uk/) PRICE: £375

58 PROFILE SIMON BORNHOFT



CARVE DIEM

SIMON BORNHOFT PROFILE

WORDS: SIMON BORNHOFT

PICS: LORENZO MITTIGA

KATE OCEAN

MIKE PRINGUER

IN AND AROUND WINDSURFING AND WINDSURF COACHING FOR YEARS, SIMON BORNHOFT HAS SEEN AND BEEN THROUGH A LOT! We've been talking about profiling SB for a while, so finally here it is. Check out the life and times of one of the most well-known and loved windsurf gurus in the UK.

Tell us about your windsurf beginnings – how did you discover the sport and what when did you take to the water for the first time?

As a teenager, I used to cycle along the River Thames and I got to know Dee Caldwell. He was a national and European freestyle champion and owned one of the leading windsurfing shops in the UK right on the river at Surbiton-upon-Thames. I couldn't windsurf, but Dee was a great guy, his shop was booming and he very kindly offered me a summer job and taught me to windsurf. But, Dee's way was to never just sail up and down. He just loved varying everything you do on a board, not matter your level. Dee would get everyone around him putting the board and sail in as many different positions as you could possibly imagine and say, "Look, try this!" For Dee it was quite natural, for me it didn't come that easily, so I started to really analyse how it all worked and how the sport linked together. The exact same 'Touch Points', 'Opposition' and component parts of moves are even more relevant and part of the DNA for all levels of the sport today.

Also in that first summer at Dee's shop, Robby Naish came and opened the new dealership and we all sailed on the River Thames together – crazy! Plus, the Hoyle Schweitzer v Bic Sport court case was on and they made a replica of the Peter Chilvers original windsurfer. Dee and I sailed it on the river to prove it worked. I'm very grateful to Dee for the opportunities he gave me. Looking back, I was in the right place at the right time and I grabbed the opportunity.

60 PROFILE SIMON BORNHOFT



How was it back then?

Windsurfing was BOOMING! We were selling boards in double figures weekend after weekend. The short board revolution was just kicking off and boards like the Icarus were breaking world sailing speed records. Designs were changing quicker than it took to rig a sail and harness lines were as wide as the boards!

What was your local sailing area?

The river was about a fin's throw wide and pretty polluted then, so you learnt to turn round and not fall in! I've been back, but not sailed. Dee later set up West Wittering Windsurfing, so I moved south and have loved living around the Wittering-Hayling area which is a real windsurfing hub!

You competed back in the day. Tell us about that period of your windsurfing life

I did everything, long board racing, freestyle, slalom one-design racing and then moved into short board

slalom and waves. In some events you had to do all three disciplines, which gave a more 'all rounder' a chance. I also loved long distance, endurance style events. I used to trade the Round Hayling record with Guy Cribb. I somehow broke the 100-mile record on a Fanatic Rat and sailed the Channel on a tandem. Plus, in a dedicated attempt to get windsurfing on TV and take on a real challenge, I took on a '100 hour' non-stop windsurfing record. Basically, sailing all the way from Weymouth to Brighton, day and night, to beat the world endurance record of 98 hours.



1-2-1 with Robby Naish



1-2-1 with Josh Stone

freestyle, but that is nothing compared to the modern guys who rip, but use very similar core skills, just ten foot in the air backwards! When I became seriously ill, competing became totally out of the question, and my focus moved to coaching, testing, writing and the Windwise mission.

Any other fond memories of windsurfing competition?

When we started out, many competitions were huge with hundreds of competitors. Also the prize money and sponsorship was, looking back, amazing. Windsurfing is now starting to gain more media interest and prize money, which is great as the talent is incredible these days. In truth, I never had that total dedicated desire to go live in Maui and go for neck breaking moves. Self-preservation and lack of talent made me take a long-term view on competing, travelling, journalism and especially the coaching side of things. I had always had a goal and a passion to share and take people to amazing places, show what can be done and enjoy what windsurfing can offer. So I created a lifestyle business for recreational windsurfers, and Windwise was born.

When did you decide to switch to becoming a windsurfing coach?

I started teaching straight away at 16, but my coaching clinics started a few years later when Club Mistral had just started and I was asked to run one of the first ever 'clinics'. So I did that and dabbled at it. Pete Hart really ran with it and then I too ramped everything up, loved it and haven't looked back.

What appeals (and still appeals) about teaching people to windsurf and improve?

To me it's all about the incredible people I meet. I love finding out how they learn, what they enjoy, their strengths and trying to help them achieve more than they might believe can be done. If it's a UK one-two day session then there's not much time to really get to know someone, so I try to install and put over the defining skills that make a difference. But I love giving people a real experience and helping them to not just improve but also to cut through all the beach banter and tips that get banded around, misinterpreted and can lead to so many people going down a dead end cul-de-sac with their windsurfing. I love it when you get those eureka moments or someone has been trying for ages and you unlock the difference or inspire them to try something they thought was out of their reach.

I worked with the UK's top triathletes, Olympic dieticians and the Atkinson Morley Hospital to maximise fitness and understand sleep deprivation. It was brutal, but I was trying to promote windsurfing and we had four days of national TV coverage, breakfast TV, radio shows and daily news updates with a windsurfer on the BBC weather map along the way.

What was your best result?

I relied on fitness and suited One-Design – I had a national title and won a few other events. My most enjoyable event won me silver at the One Design Worlds. I lost first place on the last tack, last race to Mike Gebhart who later won a silver medal at the Olympics. I made a mistake and didn't cover him, clearly I'm over it. I also did well in the long board



Any particular difficult 'subjects' to coach?

Sometimes it's really not easy. You could have two people turn up who are currently 'not making a waterstart, gybe or jump'. They both want to make their goal go so much. One person is soooo close yet the other is miles away and has developed many habits that are limiting their progression, so they need to fix things first before they can progress. Yet they're both going to judge whether they made it or not. This is why I have been developing some very specific Touch Points and skills training exercises that help get the body to do what it needs to do.

Over the years, I have been lucky enough to sail with and analyse 1-2-1 with some of the very best windsurfers in the world. Dunkerbeck, Robby Naish and one of the main innovators of modern freestyle, Josh Stone. To me, if you really dig deep and cut away a lot of YouTube and beach banter the sport is made up of only a few skills, actions and touch points, many of which go against human nature or are hidden amongst the noise.

To me it's about making changes. Humans are brilliant at routine, standing and sitting down. Windsurfers, need to be good at change, looking, leaning and counter balancing. But we very, very rarely do that, which is why windsurfing is tricky.

So I coach people to break routines, habits and starting to laser in on the bits that actually make the difference, but are too often not the bits that everyone practices. Top sailors are all good at self awareness and aren't afraid of disrupting and experimenting. Truly practice the right thing 20-30-40 times and you'll get it. Practice the wrong thing a 1,000 times and you'll keep failing. I also try to encourage others to step beyond their existing barriers. So for instance, riding a wave



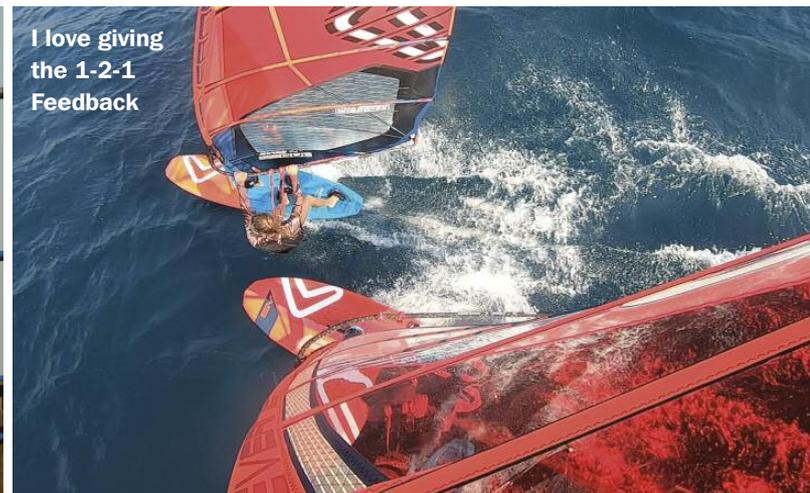
98 hours non-stop windsurfing



It's all about giving people a great time



I love giving the 1-2-1 Feedback



is so much easier than gybing, yet people feel they need to gybe before they ever venture into waves. I try to make it achievable and most importantly fun, learning through adventure along the way.

You were the person behind the RYA's updated Fast Forward windsurfing teaching syllabus. How did that come about and what was involved in revamping this well-established teaching method?

The sport and the kit had changed massively over the years and there was loads of good stuff in the old system, but it wasn't really show casing what was actually being taught or done on the water. I was asked to do a job for the RYA for Improver level upwards. My main aim was to simplify it and develop a robust system that focused on a method that multi level trainers and instructors could deliver and also add in their own styles, tips and flare without destroying the principles.

These days you're a jet setting windsurf guru that spends considerable time overseas. It's as much about holiday enjoyment as it is windsurfing coaching. Is this more stressful or easier in terms of managing expectations, etc?

It's taken a long time to build everything up and I'm extremely fortunate, for many reasons, to be able to travel to such amazing places. 'Holiday' is a state of mind rather than location, and I love working with my clients and giving them the best possible experience on and off the water. I seek to provide

the best possible insight into their windsurfing, how it actually works and do all I can to coach them to the next stage.

If you have someone who is desperate to learn something, but they don't sail much, maybe aren't that fit, struggle with learning and then say, "Simon I've paid you and want results". That can be incredibly hard work for them and their coach. I tend to live and breathe it with them. I can't always get it right in the time frame I'm given, but I'll do all I can to help and give all I've got to help them. I absolutely love it and often believe in what they can achieve more than they do.

I'm fortunate to attract some incredible people and we have been on an amazing journey with Windwise. I have tried to help literally thousands of windsurfers achieve more than they would do on their own. I love the challenge and the highs and lows of helping people get the best out of themselves, whilst also having a total blast! I want to give them the best windsurfing experience possible, from the booking, the holiday, the coaching, video, photos, eating out and all the special extras we do to make the whole package. I work hard at it and love it. I'm very lucky.

Where's your fave global location to coach and why?

For pure ease of learning, Bonaire (Like Hayling at low tide) is the easiest place in the world. Warm, super clean steady wind and shallow water means you can do drills over and over again with minimal energy loss, literally metres away from a keen eye, instant video or personal feedback. Also, Alacati (a more local and affordable version of Bonaire) is a fabulous place for learning. I've been running Windwise sessions there for 20 years... which says it all.

64 PROFILE SIMON BORNHOFT



My ultimate favourite for both free sailing and coaching is Le Morne in Mauritius. It's a hugely diverse spot, with flat water and bump and jump, optional small, medium, large and terrifying waves. It's 'take your pick' all in one place. I always add a few days on the end of that trip so that I can sail for myself.

What does Hayling offer windsurfers and you as a windsurfing guru?

Hayling Island for UK flat water, variation, lagoon and easy waves. With the sand bar shift in recent years, it's become one of the best places you could ever sail. It's great for skills too in that shallow water tucked up behind the sand bar. Plus there's the harbour for high tide and different wind directions. It's great to see windsurfing getting stronger and stronger there. I also enjoy heading west to Cornwall, especially Daymer and Gwithian for their rugged beauty - you never know what you'll get, but it's always a great time. It's why I still do a lot of coaching in the UK.

Talk to us about your health and what you went through (if you're happy to?).

I wasn't the fastest when I was competing, so I tried to be one of the fittest. Ironically I was writing a 1-2-1 feature on elite fitness with our Olympic 'Silver' Boy Nick Dempsey. We did a VO'2 max test and I just wasn't up to speed. Shortly after, my eyesight deteriorated (massively high blood pressure), and I had severe headaches and felt exhausted. I was diagnosed with IgA Nephropathy, an autoimmune disease which was causing early renal failure. With this I experienced chronic fatigue, very low haemoglobin, loss of muscle mass, reduced bone density, jaundice, and unfortunately eventually complete renal failure requiring dialysis and kidney transplant. I've had to work around





this over the last 20 years but remained determined to travel, work and live a good life. My incredible sister Sally gave me a kidney back in 2002, which was a total recharge that lasted 13 years amazing years – THANK YOU SALLY!

Then four years ago the condition got to Sally's kidney so I spent three years heading back downhill to end stage renal failure. I stubbornly managed to keep working, and even took the dialysis unit with me to Turkey. On peritoneal dialysis, you have a tube that goes in through your abdomen, so it's an open wound that can't get wet.

I sailed for four months whilst on dialysis, coaching in UK and overseas, running high wind sessions and even a wave course staying dry! It was challenging to be sailing and motivating on the water all day with an EGFR (kidney function) below 15% of normal for over two years. I was then hugely lucky to receive a cadaveric kidney after two years on the donor list. Having a new kidney feels like a new set of batteries – it's truly life changing.

I now live on immunosuppressive medications to reduce the risk of rejection. I'm very lucky to be alive, have my kids and amazing family and friends. I ignore the side effects of the fistful of drugs I take each day and try to give as much as I can in everything I do...

How has the experience left you – both physically and mentally? We understand you try and give back something to people in similar situations? How does this fit into your routine?

I've always tried to give encouragement to others in the kidney unit who feel their life is over. It is a brutal condition

and most people literally struggle to get out of bed, I did too! When the condition deteriorates, it leaves you so incredibly fatigued. We're all different, but surviving, or achieving at sport, is all about doing the best you can with what you've got. So if I can share with others how to overcome barriers, break things down to cope with illness or a challenge, that is a rewarding and important part of the wheel of life. I'm also able to help the kidney foundation with media promotion and we support and raise awareness towards organ donation through all our windsurfing activities like NWF.

Did being a windsurfer play any part in spurring you back on to being as fighting fit as you can be?

For sure. Windsurfers don't give up! Plus that the drive, pain and determination you go through to compete (and make a living out of a small sport) helped to see me through some very dark times being so ill. I have incredible close family and friends who have stuck with me right through everything. The human mind and body are incredible and to an extent we can all cross the void from where we are to where we want to be.

My father was a very passionate competitive cyclist, he used to cycle 52 miles a day to work at the V&A museum. He taught me to never give up, share with others the passion for sport and to make the best of what you've got. To get back up to speed after both transplants I developed a windsurfing fitness wellness programme to stay as strong and fit. Now I try to be the fittest double kidney transplant patient and run the best possible coaching and windsurfing experience company that I can.



How does being a kidney transplant patient affect your 'day job' so to speak and what's the plan moving forwards in terms of ongoing care – if any?

Essentially it's all about the numbers. They are fab now and I feel amazing. The long term horizon is always unclear, so I keep as fit as I can and avoid infection. But ultimately the kidney will do what it decides to do. We juggle the immunosuppression (which has some harsh side effects) but most of it is mind over matter and accepting sometimes things are going to be tough.

What would you say to anybody in a similar situation?

Life throws everything at us, it's sometimes incredibly unfair. Yet we do have the ability to make the most of what we have, and be the best we can be. Take small steps, surround yourself with those who truly care for you and stick by you and find ways to look for the smallest of wins and build on them.

Any specific plans for the rest of the year or big projects coming up we should know about?

We are going even bigger in 2020 with Windwise, developing locations, adding some unique learning material and also improving our clients' experiences. So alongside the main windsurfing drive, at some locations, we'll be offering fitness, yoga, wellness and also foiling for those who fancy it. I'm also getting more involved with Severne, which is a really exciting brand to work with.

What about personal achievements? What's your big goal as an individual or 2019 (if you have one)?

I have already achieved my biggest goal, which is still being here. But actually it's seeing my kids all enjoying windsurfing and now becoming part of Windwise too. In fact, my eldest daughter Indie is now coaching with me and bringing in Wellness, Yoga and fitness to some of the courses which is great for everyone involved. On a coaching front, we are constantly developing our Skills Training Exercises, especially the Warrior ethos as it is proving to be so successful across all levels.

From my sailing side, I'm on a mission to sail more in waves with my friends locally and actually take more windsurfing holidays! Now I have my fitness back again, I've got my hands on a new freestyle board and I've been playing with foiling and the best way to teach that. We'll be running some 'FoilWise' sessions soon.

Thanks, praise and shout outs?

My close family, my incredibly joyful kids, Indie, Harry, Ella and my girl friend Kate 'Ocean' who has been with me through the toughest time of my life...

On the windsurfing front, Dee for setting me up with the best possible start in the sport, all my sponsors Severne, Dakine, Gul (it's been 35 years with Gull!) and most of all my incredible clients. The progression, journeys and experiences have been incredible, from turtle spotting in Bonaire, to riding giants in Manawa, and for everything we've shared. One of my greatest clients and inspirations is Moira Bastow, who at 87 is still blasting on a sub-100L board.



I love helping clients to push themselves and take on adventures



To anyone who is struggling to go faster, turn tighter or overcome all the challenges life throws at us... 'Carve Diem'

WORDS: TEZ PLAVENIEKS

PICS: JAMES JAGGER AND NICK KINGSTON

PUNTING IT! WINDFOIL JUMPS (AND LOOPS)

ONE OF THE BIGGEST CRITICISMS WINDFOILING RECEIVES IS THAT IT'S DULL – OR AT LEAST LOOKS THAT WAY TO THE NON-INITIATED.

For sure, 'mowing the lawn' in standard windy mode may lose its appeal quickly. Although I'd argue that being out windsurfing, in whatever guise, is far better than sitting on the beach or not sailing.



70 FEATURE WINDFOIL JUMPS

And as far as windfoiling goes: it's a totally unique feeling so therefore engages from the off. But this isn't an article about selling the virtues of windfoiling in general. This is about spicing things up for anybody although competently flying.

If you've nailed down the fundamentals of foiling, are scoring sustained flights over decent distance, then you may be looking at other avenues to continue on your flying journey. Of course, there's the racing/speed thing but not everybody's after this. For most foilers, coming at it from a performance freeride angle, trying to mirror your standard bump and jump sessions are what will most appeal.

Blatting back and forth, boosting when ramps pop up for launching and going round bends is what most of us windsurfers do. OK, there's possibly a wave angle, with some lips hits involved, but due to applicable wave sailing conditions not being readily available all the time it's bump and jump that's still the most practised element of windsurfing. So why not mirror this on foil?

The beauty of jumping on foil is that even in 10 knots any experienced rider will be able to boost higher than they would on standard windy kit with a bit more wind. The 'spring' of the foil is what allows us to literally bounce into the sky – some foils more than others but most will allow air time.

So how does it work?

Unlike windsurfing, where you spot a ramp, head up the incline and use the apex of the wave/chop to help project jumping on foil is more like being on a trampoline. You can still use a ramp – and in fact this aids even higher boosts. But when jumping on foil you need to bounce up into the air.

Coming down low, but without having the board touch the water (as this slows you down), you then compress your legs before coming back up high on foil and throwing everything into the sky. If you're aiming to boost from a ramp then time your bounce to hit the apex, just as you would when standard windsurfing.

Foil jumping is a completely different feeling to regularly popping. You mightn't even think you're that high. But if you're clearing the foil then you pretty much are. To land it's a good idea to try and touch down with your wings level. This is then soft and forgiving plus allows riders to keep flying post-jump.

Windy conditions

Jumping on foil in light winds is super fun and can certainly spice up these sessions. For anyone looking to progress their boosting further then windy conditions really light things up. As soon as you're able to foil on small sails your opportunity to jump higher is increased. If you're also able to ride lower volume boards, like some of the smaller foil specific boards now appearing, then this also helps. More nimble kit also allows other moves such as foiling forwards.





It should be mentioned there are some considerations if you're looking to take to the air on your foil.

Now I appreciate that jumping is one thing whereas foiling loops and backies, for instance, are another kettle of fish. But if you're an accomplished looper already in standard mode then it's not really too much of an issue to start chucking yourself over the handle bars on foil. As with all aspects of foiling, simply keep hold of your boom and if it all goes wrong generally nothing will happen other than a big splash.

smaller sails and boards

Personally I love foiling on smaller sails and boards and in stronger winds. I heard another bod suggest the differences between being on a 125L ish foil sled compared to a 105L is a bit like the difference of riding a 95L freestyle wave versus 80L wave. Basically you're getting more manoeuvrability and control. Yet as already stated foil jumping can quite easily be done aboard 120L+ sleds in sub-planing winds.

It should be mentioned there are some considerations if you're looking to take to the air on your foil. For anyone riding a hybrid carbon/G10 and alloy masted foil there's a risk of bending the mast. Alloy isn't (generally) as stiff as carbon and whilst you can also damage carbon foils alloy masts will give way quicker. I've bent a few but that said I've

72 FEATURE WINDFOIL JUMPS

also been jumping/looping a while. Damage in relation to the amount of sessions I've had is minimal. But it's a consideration none the less.

100% commitment

Also you're taking slightly more risk with being in the air on a foil. Generally injuries don't happen but they could. If you're going to start doing this kind of thing then commitment needs to 100%. Less than 100% means more likely you'll have issues.

Foil jumping and progressing on to things like foiling loops aren't that big a deal once riders get their heads round the fact there's a large dangly thing protruding from the tail of the board. It's not as sketchy as you'd imagine – for anyone with a decent amount of experience. And it's certainly a way to spice up your foiling and progress to the next level.

Foil jumping tips:

- Check all foil bolts and screws are tight.
- Start on flat water in lighter wind to get the feeling.
- Don't aim to jump super high at first.
- Bounce the foil rather than 'jump'.
- Throw all your kit into the air to clear the foil.
- Land with wings as level as possible.
- Keep hold of your boom.
- Wear a helmet/impact vest for added protection if needed.
- Keep clear of others.
- Use a ramp to boost even higher.
- Foil fast for additional height.
- If you're aiming to loop on foil then go for it 100%.
- Consider the damage your foil might pick up if alloy for instance.

Have fun!



WINDUK SURFING

Issue 12 August 2019

SIMON BORNHOFT'S

inspiration

FIRST TIME WINGS

with Nick Kingston

DEAN (PEOPLE)

does Dallas

STEVE BLAND:

life

ANDY STUART-WILLIAM

in profile

THE STORY OF

Hayling slalom

FOILING JUMPING

(and loops)

WINDSURFING

tech essentials

+

TECHNIQUE:

WINDWISE ESSENTIAL KNOWLEDGE

SIMON WINKLEY FUNDAMENTALS

TESTED:

PATRIK F-RIDE 125

MISTRAL ALBATROSS/FREEBIRD COMPARISON

EXOCET FOIL COMPARISON

WITCHCRAFT SLAYER/KARMA SAIL COMPARISON

LOFTSAILS OXYGEN 6.8M

UNIFIBER MAVERICK 6.5M

EXOCET LONGBOARD X-11'5

XO FLY 7.8M

ZEEKO CARVER 950 FOIL WING

NEIL PRYDE X- RYDE 7M

STARBOARD FOIL 111

PLUS MUCH MORE!



WINGING IT

First time runs with the Naish Wingsurfer

WORDS AND PICS: WSUK

ANY AVID FOLLOWER OF WATERSPORTS CAN'T HAVE FAILED TO SPOT THESE UPDATED/NEW FORMS OF WIND PROPULSION MAKING APPEARANCES AT BEACHES AROUND THE WORLD. BUT JUST HOW DO THESE WINGSURFERS FIT? Is there more synergy between kiting? Or is it a hybrid of windsurfing? Perhaps you consider it to be an additional tool for stand up paddling? Whatever your thought leanings there's no denying wingsurfing is getting tongues wagging once again.

Enter subject A: one Mr Nick Kingston. Nick's a long in the tooth surfer – having spent considerable amounts of time during his youth chasing waves across the globe. In recent years, with time becoming scarcer, he's taken to SUP surfing to help increase session count on home waters. Unfortunately, the same for every other wave rider across the globe, good surf doesn't always come knocking.

There are often days spent sat on the beach because of Mother's Nature's unpredictable moods. One common problem for anybody searching out good surf is wind – or too much of it. By his own admission, Nick's never been fussed about windsurfing or kiting. But of late, with wing surfing landing in our laps, his interest's been pricked. So much so that he decided to bite the bullet and get involved.

Enter subject B: Katie Lee is a watersports instructor, keen windsurfer, windfoiler, stand up paddler boarder and works at one of the biggest shops of kind in the UK: Andy Biggs Watersports. Katie was recently whisked off to Spain's sunny shores and Tarifa for the Naish dealer meeting. Here she got her first taste of wingsurfing and in fact came swinging back with one of the first models to land in the UK. She therefore made a good choice for showing Mr Kingston the ropes.



76 FEATURE WINGING IT





Initial anxieties

The morning in question dawned and it wasn't looking too clever conditions wise. There was a gloomy sky and moderate offshore breeze which wasn't inspiring our new recruit. But, as the saying goes, give it five and the weather will change. Sure enough the sun started to peek from behind the clouds and we made a decision to decamp to another side of the island. Yes, Hayling Island is an island in case you'd missed that! Meaning most wind directions are workable, depending on tide.

Parking up over east actually was a sound decision. The tide had already ebbed quite a bit creating a mini lagoon area between land and an offshore sandbar. The wind was blowing side on meaning any 'flotsam' would just drift back to shore. Of course, this is the mouth of Chichester Harbour so is heavily tidal. Add to this a potential load of boat traffic and it wasn't an absolutely perfect venue for a newbie windsporter's first run on the Naish Wingsurfer. But Nick's experienced, lives locally, knows these waters and is a qualified SUP instructor so isn't daft. Katie is also qualified and knows the ropes also.

That said we observed a little anxiety from Nick pre-session. Understandable when you think about it. For starters Nick's never done any kind of windy stuff and with wingsurfing being so new we didn't really know what to expect. A brief pep talk sorted the situ out, however. That and the fact Nick was super to determined to get stuck in meant it was a goer.

Getting stuck in

One of the biggest draws to wingsurfing, and in fact one of the reasons a surfer/SUP surfer we're focusing on for this story, wants to try is the perceived ease and simplicity of these wings. There are no hard or moving parts, everything

packs down neat and tidy in a backpack, it floats on the water should you drop it, there are no lines to tangle yourself up in and it doesn't need stink loads of wind. Also, as much as it's the foiling element that's getting most 'airtime' as far as wingsurfing goes, you can simply use it with your standard, floaty stand up paddle craft, a skateboard on land or even snowboard. Basically it's good for multiple scenarios with the emphasis being on fun. If you chose not to you needn't go anywhere near foils.

But back to the story...After a brief run through what was to be covered on the water, Katie did a quick demo to show Nick how easy it was. The hardest thing to get his head round he admitted was turning. As windsurfers we take it for granted that we ride ambidextrously. But as a surfer you generally only stand in one position, riding frontside and backside as the wave dictates. Very rarely do surfers surf switch stance. That said, after his first run on the Naish Wingsurfer – which was 100% dry we might add – Nick was already going for turns.

Turning with a wingsurfer in your hands is a little like a gybe, in that it's a downwind arc. The differences between a windsurf rig and this is there's no flip. Simply raise the wingsurfer above your head whilst guiding your board downwind. Keep the curve going as you rotate the wingsurfer 180* and take hold of the handles again. Its design is asymmetric so you'll never be using the back side of the wingsurfer.

Easing into it

Following a few more runs Nick started to get the hang of turns a little more and was covering longer distances. One point that popped up was the upwind thing. Katie put on her best explaining voice and showed Nick what to do. Because of its low speed and reduced lateral resistance

there's not quite as much 'drag' to windward so you do have to concentrate. With a foil attached this would not be an issue as you'd fly into breeze. In SUP mode, however, you need to actually focus. Wind awareness is therefore key. Nick has this more than most because of his years spent looking at the sea, its moods and assessing surfing conditions. It might be trickier with a newbie though...

So to clarify: within 45 minutes, Nick was quite happily winging back and forth, tracking upwind and managing to turn round. He commented how there was no stress on his body and the whole experience was fun and addictive. In terms of breezy days at the beach with a wave on show this is what Nick considers to be the wingsurfer's true calling for him. Basically using the power of the wind, instead of paddle power, to get into waves. That said, however, he said he'd certainly be using it for just wind only days as well.



WSUK observations

From WSUK's POV this article gave us chance to have a first look at the Naish Wingsurfer and assess a few things:

- It's SUPER easy to set up and quick to get going with. Like, REALLY easy and VERY quick!
- The Naish Wingsurfer is very uncomplicated. The most tech parts are the air valve and wrist leash.
- The Naish Wingsurfer is incredibly light yet tough.
- ANYBODY can do it. Regardless of prior watersports experience.
- You can't go wrong once on the water as the wingsurfer isn't critical to sheeting angles. Learning is therefore also quick.
- A lot of wind isn't needed, yet it can cope with a blow as it's designed to exhaust too much air.
- Turning is a slightly trickier but doable.
- The Naish Wingsurfer is incredibly light yet very tough.
- Don't expect the same performance as you get when windsurfing. If you want this then windsurf or learn to use the wingsurfer with a foil.
- It really fun on land with a skateboard!

Thanks hugely to Andy Biggs Watersports for providing the kit for this article. Big up Katie Lee for providing instruction/supervision and well done Nick for having a bash and finding a new muse! Stay tuned for more on wingsurfing in future issues of Windsurfing UK.





BE PART OF THE LEGEND!

CLUB VASS 2019 : BOOKING NOW

FLIGHTS : B.A. AND THOMAS COOK – IN THE AIR AM, ON THE WATER PM

EVENTS : DIVA WEEK, SPEED WEEK, AND NEW LEGEND WEEK



clubvass.com | 0844 463 0191



NO COMPROMISE



Club Vass Active Holidays, Club Vass Holidays, Club Vassiliki Holidays are all trading names of Club Vass Active Holidays Limited. Air Travel Organiser's Licence No. 1011

PHOTOGRAPHY



BENEFITS OF WINDSURFING FOR CHILDREN

FUN AND LIFE SKILLS THROUGH RYA ONBOARD!

WORDS AND PICS: RYA

THE EXHILARATION AND FREEDOM OF WINDSURFING CAN ENCOURAGE EVEN THE LEAST-SPORTY OF CHILDREN TO GET OUTSIDE AND ACTIVE, AND FOR THOSE WHO GO ON TO DEVELOP AN ENDURING LOVE OF THE SPORT, IT CAN ALSO PROVIDE AN OPPORTUNITY TO DEVELOP INVALUABLE LIFE SKILLS. Thanks to the Royal Yachting Association's network of OnBoard clubs and training centres, it has never been easier for children to get on the water, with more than 75 venues nationwide offering windsurfing as well as sailing for children aged eight to 18.

While it can be difficult to persuade kids to swap screen time and Fortnite for sunshine and fresh air, windsurfing on a sparkling summer day can do the trick and for many, it can be transformational when they discover it is a sport they can enjoy.

RYA OnBoard – alongside the RYA Team 15 programme for those who want to race – helps children and young people to gain self-esteem and develop life skills such as communication and teamwork, which can significantly boost their ability to cope with the challenges of everyday life.

“There is an almost universal consensus that character as well as exam results, has a significant role to play in shaping young people's life chances, and these character ‘skills’ are much sought after by employers too,” says Professor Bill Lucas, Director of the Centre for Real-World Learning and Professor of Learning at the University of Winchester, who has worked with the RYA in developing OnBoard. *“When youngsters start making connections between sailing and*







their real lives in two or three areas, then these traits develop, start to transfer more naturally and instinctively, and become embedded in a person's character."

Growing confidence

With a range of boards for beginners and rigs ranging in size from one-metre upwards, even young children can get on the water to try windsurfing with RYA OnBoard clubs and training centres, where sessions with qualified instructors and coaches give children a chance to make friends and have fun in a safe and structured environment while developing techniques such as tacking and gybing.

Brian Coates, a windsurf coach at Kielder Water Sailing Club, encourages children of any age to have a go provided they are big enough to pick up a rig, catering for all abilities from complete novices to those competing across the region and nationally as part of the T15 Kielder Kestrels race team.

"Our aim is simply that they enjoy themselves and learn how to windsurf, and if they want to race, then that's a fantastic tool for them to improve their windsurfing," explains Brian. *"They also gain social skills through meeting other kids. My daughter, who is now 22, came up through the same programme and has friends all around the country that she is still in contact with, so it builds up that network of friends."*

"Windsurfing gives children a lot of confidence and takes them out of themselves - rather than just being sat at a PlayStation, it gives them something to do that develops their ability to interact in the real world."

Added benefits

Fay Tomlin tried windsurfing for the first time during an open day at Welton Waters Adventure Centre near Hull at the age of 10 and discovered a new-found passion for sport.

"With a lot of sports I'd get a bit bored but with windsurfing it's not always easy to start with and so I really liked the fact that there was a bit of a challenge to it," she says.

Having found an exciting sport which captured her imagination, unlike the more traditional ones offered at school, Fay started windsurfing every weekend at Welton. For the last couple of years she has also trained and competed with the T15 Kielder Kestrels race team and been selected for the region's RYA North Zone Squad, which provides coaching for up and coming talent in the sport.

Now aged 14, Fay says she not only loves being on the water all year round - even in winter - but has also gained many other positives from taking part in windsurfing.

"I've made a lot of friends through windsurfing and it has helped me to become more independent. I have to remember all the stuff I need for windsurfing, for example, and so that makes me better at remembering things on a daily basis, which helps me to be really organised for school."

Mastering the art of how to get the best out of the sail or position the rig correctly in relation to the wind, also requires determination and resilience, and as Fay explains, the rewards on the water are exhilarating.

"I'd recommend windsurfing to anyone," she says. *"If you want a bit of a challenge and you don't mind getting wet, try windsurfing, because it's loads of fun and once you get on to the bigger sails, you fly!"*

Positives for parents

For parents, there is often a noticeable positive impact on the well-being of their child from taking part in a watersport such as windsurfing, and on family life.

Fay's mum Gayle enjoys watching from the shore and socialising with other parents and has also started volunteering at events. It gives mother and daughter a common interest and as Fay goes through her teenage years, Gayle says the chat at home or in the car on the way to different venues *"keeps those lines of communication open"* at what can be a difficult age for some.

"Windsurfing has been brilliant for Fay because she's a reluctant sports person really and it's got her out and active. It's something she can really enjoy and the fact she's excelling at it is just a bonus really," says Gayle. *"She's also made friends through windsurfing. Fay is academic at school but can struggle in social situations and the windsurfing has given her more confidence and really helped."*

"It teaches children how to take responsibility for themselves as well. All those life skills that they need, they get through windsurfing without necessarily even realising that's what they're doing. So it's not just about the sporting side of it, it's about the life skills that they're learning from taking part in it which I think are a massive benefit. I'd definitely recommend windsurfing as a parent."

Get OnBoard!

The RYA OnBoard programme was relaunched in 2017 with a new focus on the broader learning benefits of sailing and windsurfing and is open to anyone aged 8-18. For more information about RYA OnBoard and how you can find your local centre to get involved, visit www.rya.org.uk/onboard



A la la la long

mistral®

Mistral Freebird 350, Albatross 320, Revival 5.5m rig

Info: www.mistral.com/sails-windsurf/ **Price:** Boards – £1399; Revival 5.5m – £749

WORDS: WSUK **PICS:** JAMES JAGGER

FOR WINDSURFING UK OUR COMMITMENT TO COVERING LONGBOARDS AND ASSOCIATED GEAR CONTINUES WITH THIS LOOK AT MISTRAL'S FREEBIRD 350, ALBATROSS 320 AND REVIVAL 5.5M RIG.

First up you notice that both boards feature a full EVA deckpad for additional comfort. This is both for cruising but also if you're in the progressing stage of windsurfing when you may be clambering on and off – definitely saves the knees that's for sure!

The Freebird 350 is slightly longer of the two and echoes more traditional longboard windsurfing shapes you may be familiar with. The Albatross 320 meanwhile is a fatter version, although certainly not a totally stubby shape. Matched with the two boards is Mistral's Revival 5.5m rig which, unlike other One Design style sails, has three full battens and one stabilising batten in the leach area. Made from soft Dacron/monofilm it's easy whilst remaining tough and robust.

Being able to switch between both boards during testing meant we were able to pinpoint the main differences between the two boards. Stepping aboard the Freebird 350 first you become acutely aware just how efficient its glide is. Even with a rounder nose than more traditionally shaped





Conclusion

For the most efficient light wind performance, and planing ability, we'd suggest Mistral's Freebird 320 is the board to choose. It's ever so slightly more efficient in all conditions yet will require a bit more experience to get the most of. Meanwhile, for anybody learning or in the early progression phase, choosing the Albatross 350 would be a better bet. There's still plenty of performance to grow into but it'll suit early stage windsurfing more. Pairing either with Mistral's Revival 5.5m would be a good shout if maximum fun in light winds is being sought.

longboards Mistral's Freebird tracks extremely well. And whilst being a tad narrower than its Albatross sibling there's no issue with stability. For additional upwind performance, particularly in super light wind, simply whack the centre board down and away you go.

Jumping atop the Albatross 320 and its wider shape is obvious from the get go. It's a very planted feel you experience and would be the better of the two for anyone taking their first tentative windsurfing steps. In fact, Mistral say as much, with the Albatross being aimed more at schools. That said it's

still a fun ride, in light wind or moderate breeze, and can handle chop (just like its Freebird brother) due to the pronounced concave running through the hull.

Both boards are perfectly suited to light wind cruising and even planing. For the former Mistral's Revival 5.5m rig is light in the hands and easy to use. The additional of batten certainly means it remains composed and should there be enough breeze to get some speed up then it'll accommodate accordingly. board planing.





Two of a kind



Exocet EVO freerace & NOE freeride foil comparison test

Info: www.exocet-original.com/en/evo-freerace.php Price: £1599

Info: www.exocet-original.com/en/noe.php Price: £1299

WORDS: WSUK **PICS:** WSUK, NICK KINGSTON

AS FOILS CONTINUE TO EVOLVE IT'S HARD TO SIFT THROUGH THE HYPE TO DETERMINE EXACTLY WHAT THEY NEED. AND JUST BECAUSE SOMETHING IS LABELLED OR DESCRIBED IN SUCH A WAY DOESN'T NECESSARILY MEAN IT'S RIGHT FOR YOU. ASPIRATIONS, SKILL AND SAILOR STYLE ALL HAVE TO BE TAKEN INTO ACCOUNT. GETTING THE OPPORTUNITY TO PIT TWO FOILS, WITH DIFFERING PURPOSES, FROM THE SAME BRAND IS THEREFORE A WORTHY EXERCISE – IN THIS INSTANCE EXOCET'S FREERACE EVO AND FREERIDE NOE FOILS.

Both foils are carbon modular designs. Masts are hefty chunks of the black stuff with tapering profiles. Moving down to the fuselages it's more of the same with high quality finishing. Exocet's foil wings are also quite distinct. These are very much the higher aspect type with stepped spans.

For the EVO foil the mast is 97cm long whereas on the NOE it's 80cm. With the





EVO thinking is more tight upwind/deep downwind runs will be the course of action so more leverage is needed. The NOE is more cross wind performance. Lastly you can get an indication of speed and power needed to lift each foil from the profile of the front wings. The EVO's is considerably thinner.

Sure enough, the first run out on the EVO confirmed its racey nature. More power is required to get it to lift. From a rider's perspective that means either a bigger sail or more wind. You may have to work a little harder in marginal conditions to get it flying. Once up, however, it's a lightning quick flight. We paired the EVO with the brand's foil

specific RF91 and literally flew upwind, so much higher than we expected. In one tack we'd covered significant ground, and all at warp speed.

Piloting the NOE, we used in conjunction with a less voluminous, more manoeuvre orientated board. It's a much earlier lifting foil but with its shorter 80cm mast height there's less room for error – especially if foiling in chop.

The NOE's lift is certainly quicker but it does so in progressive fashion. And whilst no slouch it's definitely not as fast as Exocet's EVO. It can also be flown in a more mellow fashion with the sail feathered and a more inboard stance

adopted. For jumping it's an adept performer. Not quite as much spring as some it can still be launched high off the back of its decent speed.

Conclusion

For those looking towards race like (and in fact race winning) performance Exocet's EVO freerace foil is the one. Lightning quick – if ridden high on its longer 93cm mast to avoid drag – there's plenty of scope for speed. The NOE meanwhile is better if you're after cruising and/or jumping performance. Both are premium foils though and worthy of inclusion in any foiler's kit box.





A right pair!



Witchcraft Karma 5.6m/Slayer 5.5m comparison test

Info: <https://witchcraft.nu/sails/karma/> Price: €752 Info: <https://witchcraft.nu/sails/sl原因er/> Price: €772

WORDS: WSUK **PICS:** JAMES JAGGER, NICK KINGSTON
HAVING USED MOST SIZES OF WITCHCRAFT'S FIVE BATTEN KARMA SAIL RANGE WE WERE INTRIGUED BY THE BRAND'S 5.5M FOUR BATTEN POWER HOUSE SLAYER. PUTTING ONE OF THE ONLY KARMA'S WE HAVEN'T TESTED (THE 5.6M) NEXT TO THE SLAYER ALSO MAKES SENSE IN TERMS OF COMPARING. WITH THIS SIZE BRACKET BEING A GO TO FOR A GOOD MANY SAILORS IT'D BE INTERESTING TO SEE HOW THEY BOTH MATCH UP.

First off is the build quality of both. We're pretty aux fait with the Karma range but the Slayer is also bomb proof. Both have to be when you consider the rigours of windsurfing along that sharp, rocky coastline of Fuerteventura where much of Witchcraft's R&D is carried out.

Extensive reinforcements cover both sails – there's no question both the Karma and Slayer sails will take a serious beating before they fail. And that's whether they do at all. We know for a fact WC's head honcho, Bouke Becker, demands the highest performance from any product he puts his name to so we'd suggest you wouldn't see either sail let you down. They haven't done us...

We've said in past reviews of Karma sails we prefer a fuller set to eek the most amount of power from. It's the same with the 5.6. Of course, you can yank on downhaul and outhaul tension to accommodate fluctuating wind strengths but such is the balance and poise of the Karma range we never feel the need to. And there's enough





oomph with the 5.6m to make dropping a sail size smaller quicker all the more possible.

With WC's Slayer 5.5m you get a slightly more compact shape. Four battens are traditionally more grunty but that bottom end doesn't always translate to efficient propulsion and balance. Once afloat you can feel the additional power of the Slayer. It's more like a snarling tiger than a sleeping lion (such is the Karma). It does have a softer profile with less tension but stability, and top end, is therefore reduced. It just depends how much wave riding or general sailing are priorities.

So dropping a sail size with the five batten is doable. The Slayer, meanwhile, allows another half metre (possibly a full two sizes) drop. This is good news for anyone looking to use less sail more often. We found that whilst the Karma will plane early in marginal conditions the Slayer does so slightly quicker. And once up to speed both sails offer composed performance. The Karma is slightly smoother whereas the Slayer is great for keeping the accelerator depressed.

Conclusion

We love both the Karma 5.6m and Slayer 5.5m. As much as they deliver distinctive feels you can also tell they're from the same stable. Bombproof construction with super early planing performance – the Slayer being a tad sooner – they're decent wave sails that'll cope with varied surf environments. But it doesn't stop there. As much as Witchcraft have wave pedigree these two siblings work well in bump and jump conditions and have found favour with us for windfoiling. More than meets the eye then!





Try it... you might like it!



Exocet X-Longboard 11'5

Info: www.exocet-original.com/en/x-longboard.php#view Price: £2199

WORDS: WINDSURFING UK **PICS:** JAMES JAGGER
LONGBOARDS: BORING SLEDS FOR WINDSURFERS WHO ARE PAST IT AND JUST WANT TO POOTLE... NOT THAT THERE'S ANYTHING WRONG WITH THIS. WHO DOESN'T LIKE A POOTLE FROM TIME TO TIME? BUT THAT ISN'T WHAT THE EXOCET X-LONGBOARD 11'5'S ALL ABOUT. PROVING ONCE AGAIN THAT LONGBOARDS HAVE A LEGITIMATE PLACE IN OUR EVERYDAY WINDSURFING LIVES AND WHY HERE AT WSUK WE'RE STILL FEATURING THEM.

Exocet's X-11'5 is certainly the most high performance longboard we've tested to date. With planing performance firmly on the cards this beast comes at the windsurfing version of longboarding from a more surfing orientated stance. As such, the X-11'5 is a longboard wave board as well as blaster!

There's nothing new about step tails (or duck tails) but it's still an eye catching design trait. Created to increase the board's waterline at rest, and reduce it upon lifting/planing essentially you almost get two boards in one. We should also note the fin set up which features two configurations: one setting for manoeuvrability and onshore riding with the other more for side shore and blasting. And Exocet do a great thing in

providing both types of fin for each job – BIG plus there!

The brushed blue carbon of the X-11'5 ensures it stands out with good looks whilst its ample nose rocker also sets it apart. During our time testing there was all manner of interest from windies and non-sailors alike. Tells you something...

In terms of performance there's a defined feel to the X-Longboard 11'5. It doesn't quite release and plane as your standard FSW board does. Due to that nose rocker you need to point it well off the wind to get going – just like a shorter wave board then. That said it ramps up to speed efficiently even in marginal conditions.

Once speeding you'd think that additional nose area would make it all

slappy. Having tested it in typical south coast chop this isn't the case. There's a subtle concave upfront which channels air and allows the X-11'5 to enjoy a cushioned ride.

From the straps it's pretty quick. And for anyone who fancies punting air time then this is doable. There's not as much control issue as we thought – boosting is actually fun. As far as manoeuvrability goes it's loosey goosey through gybes. We didn't get much chance to chuck it at a wave but can feel it'd be an efficient carver in this environment – bring on the surf!

Conclusion

We'll not lie: Exocet's X-Longboard 11'5 will be Marmite for some with its unique feel. For our money it's an example of a different kind of windy board that delivers big on the smile factor. Take it for a bump 'n' jump blast; sling it at a wave or two or even go for a light wind paddle in SUP mode (which is excellent). Definitely worth checking out before passing judgement.



All over it!

Patrik f-ride 125 GET 2019



Info: <http://patrik-windsurf.com/f-ride/> Price: £1350

WORDS: WINDSURFING UK **PICS:** JAMES JAGGER
THIS IS THE THIRD SLED FROM PATRIK DIETHELM'S WINDSURFING BRAND WE'VE TESTED AND WE HAVE TO SAY THAT AS GOOD AS THE OTHER TWO ARE THIS IS OUR FAVOURITE. COMING ONCE AGAIN IN GET CONSTRUCTION IT'S AN EYE CATCHING MACHINE THAT STANDS OUT – ESPECIALLY IN THE SUNSHINE. KEEP ALL YOUR KIT ON COLOUR POINT FOR EXTRA COORDINATION KUDOS AS WELL.

Following the same path as other Patrik boards Mr Diethelm is definitely doing things his own way. The f-ride is a longer board than more compact trend orientated boards. As such it's one of the earliest planing boards in the 125L (ish) class we've used, the extra length helping induce glide/momentum.

With its drawn out profile the 125 slices through chop with efficiency and is quick to boot. In fact, whilst not a slalom board it's no slouch when powered up. The breathable nature of the f-ride's GET construction allows it to absorb harsh chop and keep up the vrooms.

Having tested the 125L across multiple scenarios – from moderately powered flat water conditions to full chat small wave arenas – we can report it's dependable and versatile being able to

cope with most of what sailors will find having arrived at the beach. To add further cross over appeal it's also foil ready and makes an admirable fly board – good news for anybody looking to wing it AND windsurf in standard mode.

Riding in balanced fashion, with pressure being equal between both feet, gives plenty of confidence to try things. Even though the f-ride is quoted at 125L it's perfectly applicable for a few airborne stunts and boosts. For a perceived large board it's a great jumper displaying many characteristics of smaller freestyle wave sleds. Yet you retain the added bonus of additional glide through having more 'foam' underfoot to help when winds lull and conditions go squiffy.

Round corners the Patrik cuts with positive input from the rider. It's not a



super technical windy board to gybe but riders may still have to concentrate. That said its slightly elongated shape comes into play again during gybe exits. The f-ride will do everything in its power to allow full planing turns – even with rough water states in play.

Conclusion

Patrik's 2019 f-ride 125L is pure joy to ride. It'll cope with light winds and not shy away when conditions light up past 20+. If you're into air time then you'll be well served here with the 125L being a great booster. Quick from point to point it's also a transitional board with a lot of scope for nailing those planing gybes. And then you have foil mode where it's an admirable performer with plenty of option to learn and progress.



Progressive flight

Starboard Foil 111L 2019

INNOVATION
QUALITY
STARBOARD

Info: <https://windsurf.star-board.com/products/foil-boards/> Price: £1769

WORDS: WINDSURFING UK **PICS:** JAMES JAGGER
THANKS: TO ANDY BIGGS WATERSPORTS FOR THE TEST KIT
STARBOARD'S RANGE OF FOIL SPECIFIC BOARDS ARE SOMETHING WE'VE BEEN WANTING TO GET OUR MITTS ON FOR A WHILE. FOR THIS TEST WE TOOK THE SECOND SMALLEST (QUOTED DIMS) OF THE RANGE FOR A SPIN. STARBOARD BILL THE 111L AS A SLED FOR THOSE OF ADVANCED FOILING SKILL WHO WANT A BOARD TO COPE WITH WINDIER CONDITIONS AND SOMETHING MORE EXTREME/REACTIVE.

On the beach it looks 'gunny' for its quoted size. It also displays a significant amount of rocker that runs the whole length of the board, being the most pronounced up front. It's thin, but boxy, yet remains super light manufactured in Flax Balsa construction. The included footstraps are super soft and spongy foam with the ability to set at incremental sizes.

Once afloat the board's stability at rest is immediately obvious. Unlike some foil specific boards, where compact sizing is order of the day, the extra bit of nose and gunny outline gives it a planted and composed feel that all foilers will welcome. There's no yawing to windward. And even though the Foil 111L is only 70.5cm wide it doesn't feel narrow.

We're firm believers that less volume and narrower foil boards, once the rider has

consolidated his/her foiling skill, are more than applicable in light winds as well as strong. In the case of Starboard's Foil 111L it's not a problem using it in 12 knots or less. With a 5.5m a few hard pumps get the momentum going (the board's rocker necessitating this), its elongated nose then helps with glide, whilst upturned nose pushes above chop. But with good pumping technique flight is progressive yet efficient.

At altitude the ride is biased slightly towards the back foot. We didn't pair with a Starboard foil which could be the reason for this. That said this pure freeride stance may find favour with foilers looking for a more windsurfing orientated experience.

The board's rocker comes in to play (again) should you dip down, allowing the



Foil 111L to bounce back up. Whilst move orientated foilers, who fancy some foilstyle action, will find its light weight a dream to punt skyward. The only time the narrower width comes to the fore is during gybes where footwork needs to be a little more refined.

Conclusion

Proof that overly wide, voluminous boards aren't needed for light air foiling Starboard's Foil 111L is a plug 'n' play, lightweight foil freeride machine that allows airborne moves to be thrown if you so desire. Progressive lift, with a back leg favoured riding style, it's more foil specific windsurf board than foil specific platform if that makes sense? If you want a nimble sled, that's a tad more forgiving than super short offerings found elsewhere, this could be for you.



Premium usability

loftsails 

Loftsails Oxygen 6.8m HD 2019

Info: www.loftsails.com/en/windsurf-gear/sails/oxygen **Buy from:** <https://4boards.co.uk/> **Price:** £639 HD

WORDS: WINDSURFING UK **PICS:** JAMES JAGGER
THIS IS THE SECOND LOFTSAILS OXYGEN SAIL WE'VE GOTTEN OUT MITTS ON – COURTESY OF BOB AND STU AT 4BOARDS. BACK IN 2018 THE 7.3M WE TESTED WAS A FIRM FAVOURITE, FOR BOTH STANDARD WINDSURFING AND WINDFOILING. OFFERING TWO FACES OF TUNABILITY ITS RANGE WAS BROAD AND USABILITY VAST. NOTE: WE USED A VARIETY OF DIFFERENT BEND CURVE MASTS FOR TESTING TO DETERMINE PERFORMANCE ACROSS A WHOLE HOST OF SCENARIOS.

Coming with all the usual features of previous – such as tubed battens, double clew eyelets for differing wind strengths and the easy sheath/rig luff pocket – Loftsails' 6.8m Oxygen is a premium freeride sail that looks the biz and wins all over who use it.

We tested the Oxygen with both SDM and RDM masts, as it's a design that can cope when rigged on either. With an RDM inserted the sail's feel is somewhat softened, even though you still have the same tuning range as before. Sitting with an SDM up its sleeve feels more locked in and direct. It was actually preferred rigged on an RDM and we found it could really be loaded up to get maximum freeride style performance from. During testing it was pitted against a number of dedicated slalom rigs but

the Oxygen 6.8m HD more than held its own yet retained a throw about nature (relative to its size) that makes it more mass appeal than cammed sails.

Round corners is smooth with a dependable rotation. If you fancy taking to the air and getting some hang time it boosts with ease yet absorbs hard landings without question. For anybody wanting to use it for windfoiling then as a light air weapon simply bag the belly out and take off in sub-10 knots (technique allowing). Once at altitude the 6.8m remains balanced and composed.

Conclusion

Monty Spindler's Loftsails brand still hasn't quite got the following it should have in the UK. Yet there's no question, with quality windsurfing



products like the Oxygen 6.8m HD, it should have. Many windsurfers want slalom like performance from their sails in this size bracket yet don't want the fuff of cams. With the 6.8m Oxygen you don't need them. Simply rig up and go, easily keeping pace with more supposed dedicated machines. Keep a full profile for light wind sailing, with serious bottom end grunt, or flatten off for a more manoeuvrable feeling sail that loves a bunt about in chop or even small swell. And for anyone into the art of flying above the water Loftsails' 2019 Oxygen 6.8m HD is more than capable of handling the foiling genre. *All Loftsails that are tested in UK/Germany are available for customer demo or purchase via 4Boards.*



Worthy contender

NEILPRYDE

Neil Pryde X:Ryde 7.2m 2019

Info: www.neilpryde.com/products/x-ryde Price: £599

WORDS: WINDSURFING UK **PICS:** JAMES JAGGER
WE LOVED THE NEIL PRYDE RYDE 7.5M WHEN WE TESTED IT A FEW SEASONS BACK. WE WERE THEREFORE LOOKING FORWARD TO GETTING OUR MITTS ON THE BRAND'S 2019 7.2M X:RYDE VERSION.

Having unfurled the X:Ryde there's no denying its quality, even though NP themselves say that some of the materials you'll find in their CORE series of sails has been left out of this design. You wouldn't know it! There's still plenty of Neil Pryde premium going into the 7.2m despite it being a more affordable product.

We rigged the 7.2m on both a 430 and 460 as per manufacturing spec. It was on a 460 we felt there was the best early planing performance and most locked in feel. It was the same when we tested the X:Ryde in foil mode as well. If a bump materialised we'd simply swap to a 430 and iron out the choppy wrinkles.

Power is certainly on tap, particularly the 7.2m's bottom end which is seriously grunty. Yet it's not a sail that easily overpowers. Instead the sail's design absorbs strong gusts and simply transfers all that power to

forwards momentum. It may not be a slalom sail but it certainly holds its own in the speed department. And back in foil mode that bottom end oomph is what allowed us to fly in 6-8 knots, all the time the X:Ryde displaying good manners.

Gybing is efficient and as long as sailors concentrate there's no question about planing exits. The key is to not back off instead keep your pedal to the mettle and claim it. NP's Dynamic Compact Clew feature really shows its face during overpowered transitions as the X:Ryde keeps its shape and doesn't warp thereby allowing proper turns without loss of forwards glide.

And it's not bad in the air if riders fancy a bit of boost time. OK, we appreciate not everyone is going to want to jump a sail this size. But if you do then take comfort the X:Ryde can handle it no problem.



Conclusion

A proper power house of sail, yet one that retains impeccable manners, if you're after a suitable turbo charged freeride sail then Neil Pryde's X:Ryde 7.2m could fit the bill. Versatile enough for straddling multiple windsurfing environments – from swell/bumps to flat water – it's also great for ultra light wind foiling where you need a decent engine to take flight. Robust and premium in quality the X:Ryde 7.2m is a worthy contender for any sailor's kit box.



Good to go!



Unifiber Maverick 7.3m and 6.5m

Info: www.unifiber.net/windsurf-gear/sails/maverick-4-0-58a5a5bbeabc8878408b4567 **Buy from:** <https://4boards.co.uk/> **Price:** £375

WORDS: WSUK **PICS:** NICK KINGSTON

FOR MANY UNIFIBER MAYBE BE A FAMILIAR BRAND WHEN TALKING THINGS LIKE WINDSURFING ACCESSORIES – MASTS, BOOMS AND HARNESSES LINES FOR INSTANCE. IT MAY THEREFORE COME AS A SURPRISE THAT THE NETHERLANDS COMPANY HAS BRANCHED OUT AND IS NOW PRODUCING WINDSURF SAILS. THEIR MAVERICK LINE IS AIMED AT IMPROVING SAILORS WITH THEIR 7.3M AND 6.5M, TESTED HERE, BEING MORE GEARED TOWARDS PERFORMANCE FREERIDE AND BLASTING. WE ALSO TRIED IT IN FOIL MODE (HOW COULD WE NOT?).

First off you notice the Maverick's good looks. It's very shiny with coloured accents giving it a sophisticated aesthetic. Pulley's and eyelets are all solid whilst the ample monofilm is up to the job. It's also pretty light for a 6.5m.

Rigging easily the 6.5m isn't especially sensitive to tuning and as such offers a plug 'n' play set up that'll get riders on the water pronto. If you want to fiddle there's a decent amount of range to faff with. We found, however, it set best on medium downhaul tension with outhaul being the fine tuning mechanism.

There's a full power belly that'll fill with enough breeze to punch even the most stubborn of board onto the plane.

Sailors still consolidating their technique will have no trouble 'getting going' whilst advanced windsurfers can use this power when faced with marginal conditions.

In fact, this was put to the test in windfoil mode when we were faced with a gusty 10 knots. We were still able to fly without issue and keep on through lighter patches around eight knots.

Blasting along is a typically locked in affair with the 6.5m able to breathe efficiently when gusts hit yet hold its shape well when the wind lulls. Through gybing transitions the Maverick rotates in a soft yet dependable manner. It's not a hard 'pop', instead allowing riders to dial in

their technique and not be yanked off balance. Such is the easy going nature through moves it's also good for a bit of carving/sail flicking freestyle like downwind/upwind 360s that'll keep seasoned windsurfers happy.

Conclusion

Unifiber's Maverick 6.5m is an easy sail to set up, use and get to grips with. It doesn't require masses of attention during rigging, instead helping advancing sailors get to the water, and on it, quick smart. Once afloat it delivers a dependable, fun experience that many will find favour with. Decent light wind performance, combined with agility, makes it a pleasant toy to play with. Those looking to foil will also find it suits this discipline well.

Note: A Unifiber C40 SDM mast was supplied for the test which at £199 makes for a super cost effective rig package.

All Loftsails that are tested in UK/Germany are available for customer demo or purchase via 4Boards.



The dualist

XO Sails Fly 7.8m



Info: <https://xosails.com/en/fly.php> Price: £779

WORDS: WINDSURFING UK

PICS: NICK KINGSTON, JAMES JAGGER

XO SAILS' FLY 7.8M IS NEW FROM THE FRENCH BRAND AND AIMED AT COVERING BOTH WINDFOILING AND SLALOM. NOW, AS WE ALL KNOW, THIS ISN'T A NEW CONCEPT, AND ACTUALLY SAILS IN THIS VEIN HAVE BEEN TESTED BY WINDSURFING UK BEFORE...

XO's Fly 7.8m is triple cam affair that sheaths fairly easily. It requires a decent amount of down and outhaul but even so the leach remains taught and the main part of the sail has a lot of belly. You can see from the Fly simply lying on the beach there's a lot of power here. And actually, when you think about it from a foiling POV, you can understand this. A 7.8m will mostly be used in the lightest of airs for foiling, when lulls are sometimes bigger than the gusts. Therefore 'engine' power is a must.

But the Fly isn't just a foiling machine. We used the 7.8m to great effect in slalom/blasting mode. That low down power is actually great for early planing in light wind windsurfing scenarios. In fact, we could pretty much get a 125L board planing in about 12 knots with the Fly.

Blasting comfortably from the get go it's a super stable sail that allows riders

to lock down and vroom. Even when faced with choppy environments there are no bad manners coming from the XO. Instead it allows sailors to focus on the job in hand. Round corners you do notice how hard the cams rotate. But this in itself doesn't detract from pure slalom/freeride bliss.

So what of foil mode? Well, as stated you can pretty much get planing in 12 knots on the 7.8m so it comes as no surprise that the Fly allowed us to levitate in the lightest wind we've ever foiled: 6 knots. With a few back hand tugs we enjoyed a few sessions in ultra light airs.

Once up and flying it keeps momentum and generating power to carry on flying. We can't help but wonder if the XO Fly 8.6 would give us any extra and allow flight times in even less? Maybe we'll get to test this – stay tuned on that one.



Conclusion

As a dual purpose sail, that crosses both windfoil and slalom/freeride disciplines, XO have a design that's super powerful, with a beast of a bottom end, that also displays impressive manners once up and flying or blasting. Comfortable in standard windsurf mode across flat and choppy waters whilst remaining composed and easy going in the lightest of wind for foiling. If you're a sailor looking to make the most of less than 15 knots, in either foiling, windsurfing or both, then XO Sail's Fly 7.8m wouldn't be a bad choice for power source.



Slice of nice

ZEEKO

Zeeko Carver 950 carbon windfoil wing

Info: <http://zeeko-kites.com/gb/all-the-products/482-frontwing-carver-950-3760253112802.html> **Price:** €469

WORDS: WINDSURFING UK **PICS:** JAMES JAGGER
ZEEKO'S 2018 ALLOY/G10 WINDFOIL MODEL WAS A HIT WITH US HERE AT WINDSURFING UK. OFFERING SUPER SMOOTH FOILING PERFORMANCE AND WITH A BUNCH OF FEATURES – SUCH AS THE ANTI-VENTILATION SKIN DESIGNED TO HALT CAVITATION – IT FLEW A BUNCH OF OUR TEST BOARDS DURING 2018'S SUMMER.

For 2019 Nicolas Caillou's French brand has introduced a number of new products to the line including the all carbon Carver 950 wing. Check Zeeko's social media feed and you'll find a vid of Nicolas himself putting the Carver through its paces.

We have to say that much like Zeeko's products in general the Carver 950 is an aesthetically pleasing windfoil toy. The high level of finish is top shelf. Also, being modular in design means it's a quick swap out of the original XLW G10 wing to replace with the Carver 950.

Zeeko state the Carver 950 is optimised for board's around 75cm in width or less. This isn't a wing for your tricked out race machine. After all, it's all in the name. For a carving orientated wing you need a carving orientated board. This is a tool for foilers that want nimble agility.

Being a sort of hybrid wing, falling somewhere between true high aspect and true low aspect, the chord is significant enough for the lift generated to be a touch greater than the XLW.

Nicolas has kept things within range, however, as one of Zeeko's USP's is speed and too thick/wide would result in a revs lost due to excessive drag. You can, however, feel the earlier lift in comparison to the original XLW which now allows a sail size between half and a metre smaller to be used.

Once up and flying Zeeko's signature smooth ride feel isn't lost. This was a great trait with 2018's Windfoil so it's comforting that the buttery glide and stability is still there. But, carve it says on the tin and carve it certainly does. The tips of the wing are a touch upturned which provides grip through gybes and tacks (plus any other move



you fancy attempting). You can back off the gas and the wing slows right down allowing achievable results.

Also of note: the Carver 950 still equips the Zeeko with jumping prowess. It was always a good foil for boosting and with the new wing attached it's still the case, but just does so in a more refined manner. The wing releases efficiently from the water and can spring pretty high.

Conclusion

Modular wind foil systems are certainly the way to go. Being able to tweak your feel and switch styles is awesome. In this instance what was already a good foil set up is now geared for even greater manoeuvrability, as well as the aforementioned jumping performance the Zeeko had anyway. We love it – you probably will too!

Getnord Lynx rugged phone

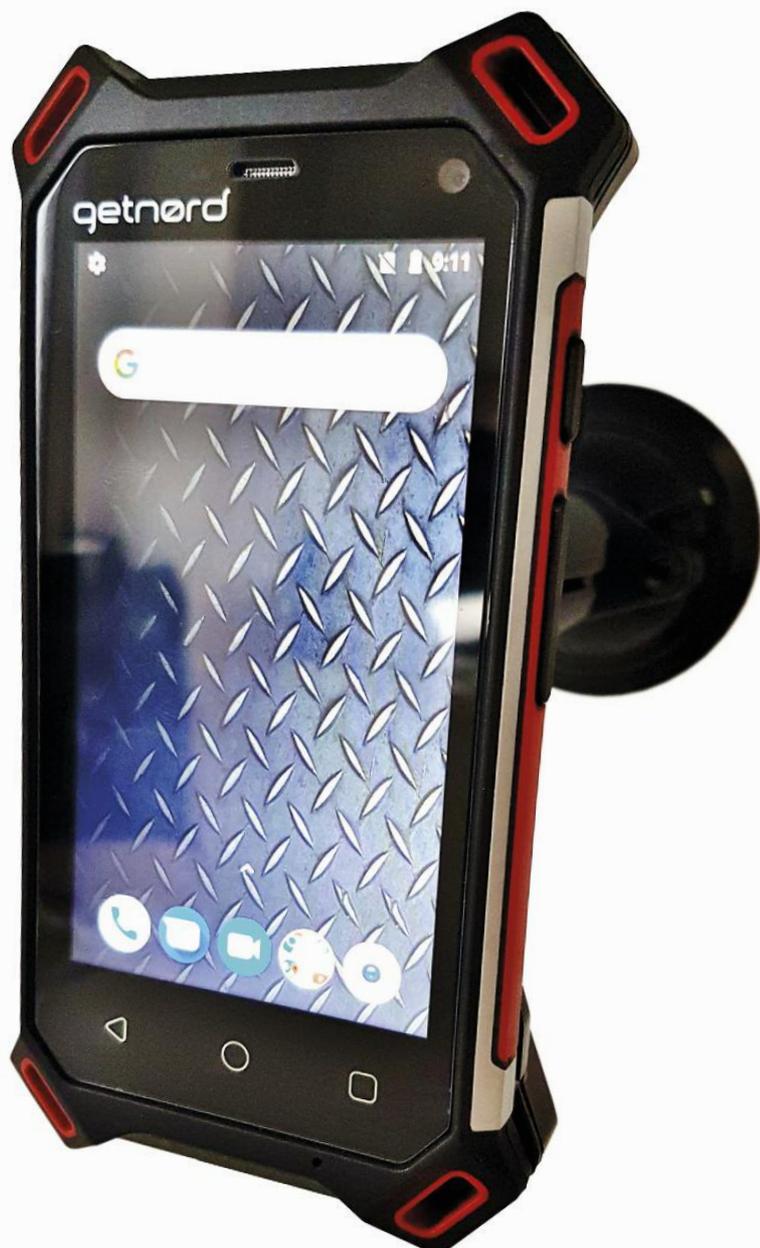
We've been a fan of rugged smartphones for a while, having used a variety of alternative brand offerings in the past. Spending most of our time surrounded by salty water, sand and weather related elements means our smart phones are always susceptible to damage.

In the last few years there's been a ton of work done by some companies to increase the sexiness of rugged phones, as well as their usability. Recently launched Getnord's Lynx aims to address these very points. What they've come up with certainly fits the bill. Plus, there's a strong leaning for the Lynx being applicable to anybody into outdoor sports – they use such imagery in their marketing.

The Lynx is super tough, with a heavy duty, scratch resistant screen; it's waterproof; shock proof; and using the Android operating system gives access to much of the software we use when putting the mag together. Its camera's pretty good as well. And you can get a bunch of different RAM mounts for attaching the Getnord Lynx to almost anything. For us it's a banger of a phone.

Price: £299

Info: <https://lynx.getnord.com/>



Casio G-Shock Gulfmaster – Quad Sensor edition

We appreciate, much like many of these bits of gadgetry tech listed in the article, watches will be very personal choice items. What's desirable for one may be not so good for other – Marmite if you will. For us, however, Casio's G-Shock Gulfmaster is top of the pile for a variety of reasons.

Spending huge amounts of time at the beach and in the brine means we need a time piece that's going to stand the test of, er, time (good one! – Ed). We've been through a lot, some designed for frequent immersion, and found a large % fail or don't last as long as they should. The G-Shock Gulfmaster, however, bucks this trend. It's also pretty nifty with its onboard barometer, depth gauge, tide meter, air temp display, depth reader and a whole host of other features. Oh, and it's bomb proof!

Price: £553 (various models available)

Info: <https://g-shock.co.uk>



WSUK ESSENTIALS – WINDSURF TECH & GADGETS

we can't be without

WORDS: WSUK

PICS: MATTY YORK, MARCY YORK AND DAVE WHITE

WHAT DID WE DO BEFORE A WORLD OF TECH AND GADGETS? SOME WOULD ARGUE 'HAVE A SIMPLER LIFE', YET HERE WE ARE, WITH PLENTY OF ACCESSORIES TO CHOOSE FROM, EVEN WHEN THINKING IN TERMS OF GETTING OUTDOORS AND ENJOYING THE ENVIRONMENT. As a magazine there are tools we use that make the process easier. Here are a few of our essential non-windsurfing kit that we can't do without.



GoPro action cams

There are literally thousands of different action cams available on the market, some for stupidly small amounts of Dollar. Yet time and again, having used plenty of them, we come back to GoPro. Sure, they're not the cheapest but the functionality of the Hero and (our fave) the Session makes them a winner in our eyes. Also, you can't deny the quality of the images you get from GoPro. We appreciate some will opt for video most of the time but as a magazine we need print ready images and this is what you get with both the Hero and Session.

Depending on the model you opt for you'll get some decent features, such as WiFi connectivity enabling fast uploads of video to web, for instance. There are other tools and accessories available from GoPro as well.

Price: from £150 depending on model

Info: <https://gopro.com/en/gb/>

Padmate Pamu Scroll Bluetooth wireless earphones

Don't you just hate wires dangling about your person? Especially if you're trying to rig sails, fit fins/footstraps to boards and so on. Let's be honest, sometimes sorting your windy gear out on the beach can be dull, so listening to some choons can help. Likewise you may just want to get in the zone so you're buzzing when you hit the water. You've seen the pros do it so why not soak up some groove before busting it out.

We love Bluetooth connectivity as it gives so many options. In partic Pamu's Scroll earbuds are the bomb. Easy pairing with your device they fit in ear comfortably and even boast wireless charging which is a big tick in the box. They're not waterproof but we'll let them off this time as the sound quality is pretty good. Plus they come in a nifty scroll like case, hence the name.

Price: £69.99

Info: <https://padmate-tech.com/products/pamu-scroll-bt-5-0-earphones-with-wireless-charge>





Action cam/smart phone mounts

Leading on from action cams, and smart phones as it happens, we couldn't use any of this kit without relevant mounting systems. In particular we favour:

RAM mount:

The RAM mount pictured, with suction cup attachment system, is what we pair with the Getnord Lynx smart phone. It's super robust and hasn't failed us yet, even when attached to stand up paddle boards!

Prices: Various; **Info:** www.ram-mount.co.uk

Flymount:

Designed specifically with windsurfing in mind your action cam of choice sits on the mounting plate and then you can attached the whole unit to your windsurfing mast. (We also use on SUP paddles). This then gives a bird's eye view down at the rider and board.

Price: £44.99-£62.99; **Info:** <https://flymount.com/>

K4 fins harness mount:

Probably our most used mount: K4's harness mount system allows action cam shots to be captured as if you've done a flyby of a photographer on a platform or someone following you at close quarters. A carbon pole extends from your windsurf harness with your action cam sitting on the end. Previous incarnations of the mount required drilling holes through the harness. Nowadays, however, it attaches via plate system. We also use this in SUP mode for capturing off the lip shots.

Price: £10-£90; **Info:** www.k4fins.com/product/standard-extended-k4-harness-mount/

Synch Super Monkey e-bike

Whether you're a keen biker or not trust us when we say you'll love the Super Monkey e-bike from Poole based brand Synch. With an easy to use interface, super good looks and an extremely comfortable ride the Super Monkey is a great toy that's a game changer for cycling in our opinion.

Bike snobs may pooh pooh e-bikes but with power assist headwinds are no match, inclines a breeze and eating up the miles is now so easy, less tiresome/arduous and therefore more fun. We love it! You can also get a variety of accessories for the Super Monkey, including a board carrier, which could potentially make windy trips to the beach on a bike doable. Oh, and it's much more 'green' than driving...

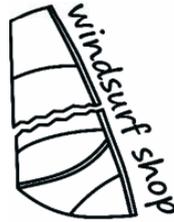
Price: from £1599.99

Info: <https://synchgo.com/buy/>





Sail Repair
co.uk



Seawinds, Kirk Brae, Shandon, G84 8NP
07881 581618, info@sailrepair.co.uk



Witchcraft specialist store Ex Demo sails available

Scotland's windfoiling centre

NOT ON COMPARISON WEBSITES!
The Specialists

HIGHLY COMPETITIVE
'PEACE OF MIND'
INSURANCE COVER

Board & SUP craftinsure
insurance at the touch of a button
www.craftinsure.com

or call: 03452 607888
Authorised and regulated by the Financial Conduct Authority



TIREE'S ORIGINAL WATERSPORTS CENTRE

WINDSURFING / SUP / KITESURFING /
SURFING / KAYAKING / SANDYACHTING

Experienced, Insured & licensed

Book from our surf shop in Cornaig

All abilities welcome

Open daily: 1st April - 31st October

**Book from
our shop
in Cornaig**

WWW.WILDDIAMOND.CO.UK

E: info@wilddiamond.co.uk T: 07712159205



WETNDRY
BOARDSPORTS
SPECIALIST WINDSURFING STORE

Friendly, expert advice. Est 99.
Interest free credit available.
Part exchange welcome

WWW.WETNDRYBOARDSPORTS.COM

SADLERS HALL FARM, LONDON ROAD, BOWERS GIFFORD ESSEX SS13 2HD 01268 569988

JP STARBOARD NEILPRYDE EZZY SAILS

To advertise call
01480 465081 or
email: anneegan@mac.com

To advertise email: anne@windsurfingukmag.co.uk or call +44 (0)1480 465081



SUPM

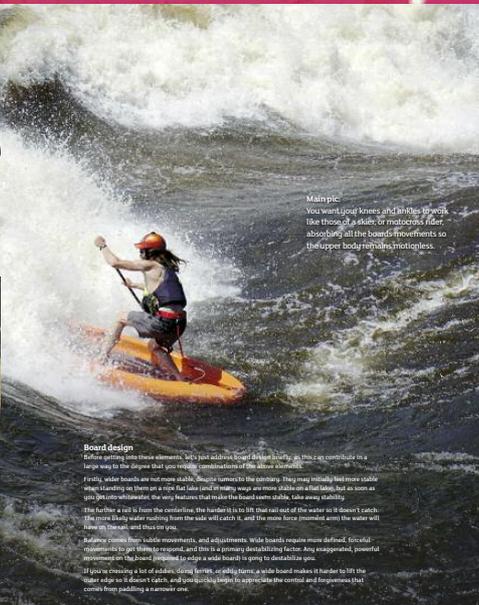
Stand Up Paddle Mag UK

Alive, kicking and ready to order in print or digital...

The subtle art of **balance**

Words: Coman Addison

Even if you do all of those things right, you're going to swim. Sometimes the board is going to take a hit, or get bucked, harder than your ability to absorb and compensate. But, for the most part, if you apply these basic ideas, and practice them a thousand times, you'll find that your success rate will skyrocket.



Handing forwards at the waist throws your centre of gravity off the centreline.

Board design

Before getting into these elements, let's just address board design briefly. In this, you contribute in a large way to the degree that you're comfortable on the board. Generally speaking, wider boards are not more stable, despite common theory. They may initially feel more stable when leaning on them on a rope that has level water, but as soon as you get into whatever the sea because that's the board seems stable. Like every stability, the further a tad is from the centreline, the harder it is to lift that tail out of the water so it doesn't catch the more likely water ruffling from the side will catch it, and the more force (momentum) the water will have to lift and then to stop.

Balance comes from subtle movements, and adjustments. Wide boards require more defined, focused motions to get them stopped, and that's a primary destabilising factor. Any exaggerated, powerful movement on the board prepared to edge a wide board is going to destabilise you.

If you're chasing a bit of extra, going ferrier, or going faster, a wide board makes it harder to lift the water edge on a shorter catch, and the more you begin to appreciate the control and forgiveness that comes from paddling a narrower one.

Of all the things that we think contribute to a failed run on a SUP, lack of balance is going to be at the top of the list. The reason is of course that standing on a bucking, bouncing plank, that is moving in all directions at the same time is incredibly difficult. The board is continuously moving up and down, forward and back, side to side, with pitch and roll. And this is assuming the board is a hard shell, and you have not added to the confusion of the board that floatation and flexing, an inherent issue with the most rigid inflatable board.

Balance is that elusive skill that betwixt even the best paddlers.

There is a state of affairs that every paddler will find that calls for this balance skills to test you. But there are a few things that you can learn to combine, that will contribute to an elevated level of success. All of these skills apply equally to all kinds of boards - be they composite, plastic or inflatable, but they are ultimately more difficult to master on an inflatable board, but the easier it is to do, which practice, and you feel like you're paddling on a hard shell is having an easier time learning - your body is having an easier time. But that does not mean you can't train them, it's just going to be a lot more work.

The main contributing factors to balance and stability come from stance width, stance (kneepads, knees, and waist bend), and a powered up paddle, in combinations of some or all.

Our final issue for 2018 covering all the latest features, stories, interviews and gossip. Whatever style of riding floats your boat (or board), your perfect SUP magazine is available – posted straight to your door. Printed on top quality paper and perfect bound and with so much awesome content from the UK and further afield, SUP Mag UK is your perfect SUP companion.



To subscribe to the digital copy with approx 60% savings over the print issue:

<https://joom.ag/cipe>

To buy a printed issue on top quality paper with varnished gloss perfect bound covers please visit: <http://standuppaddlemag.co.uk/subscribe/>

The printed paper copy costs £7.49 inc P&P for a single issue or £27.99 inc P&P for a subscription of four magazines.

Please contact us:

01480 465081 Email: anne@supmaguk.co.uk

